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# JAGUAR'S GREATEST GT

**PLUS**  
HOW THE XJ-S  
TRIUMPHED  
ON TRACK

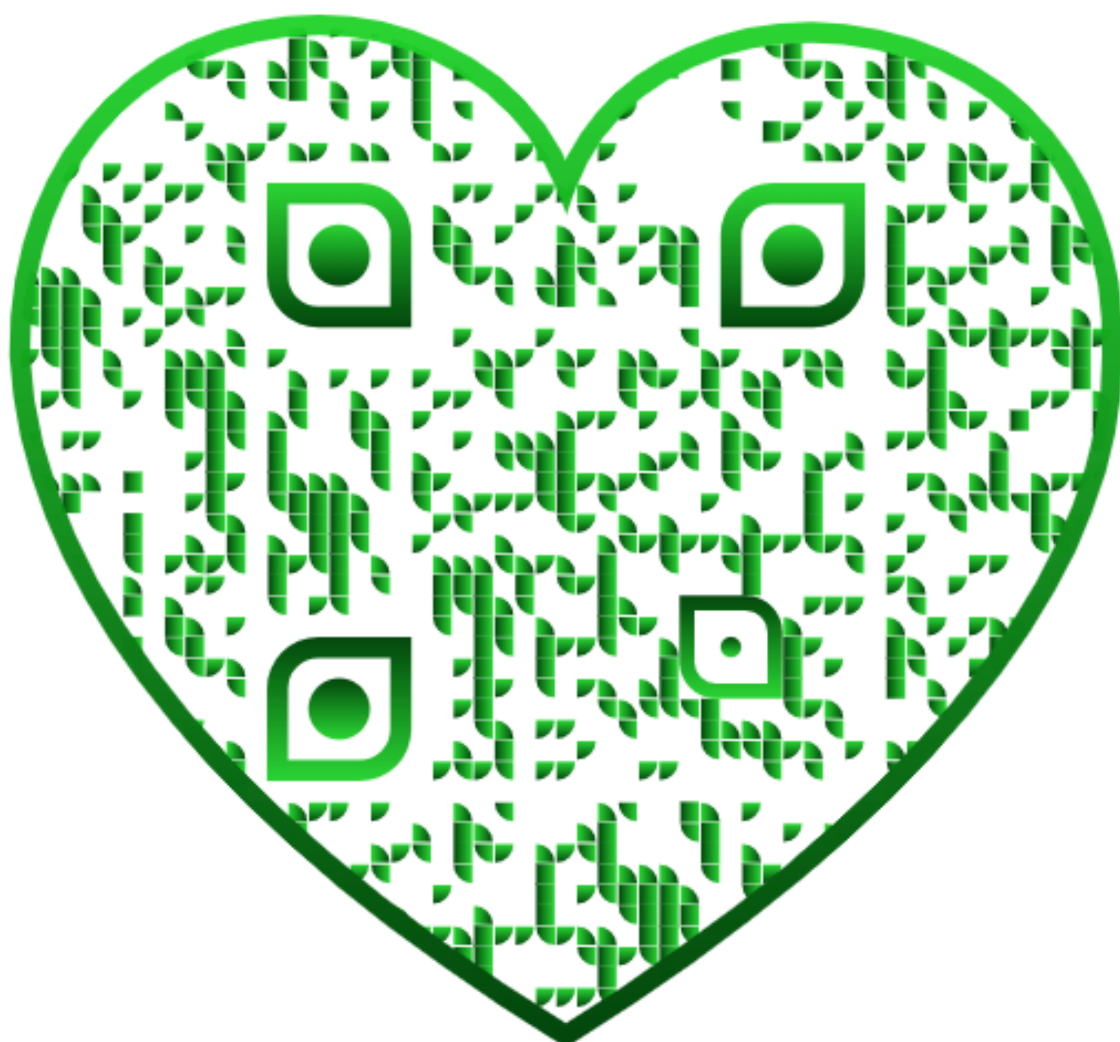
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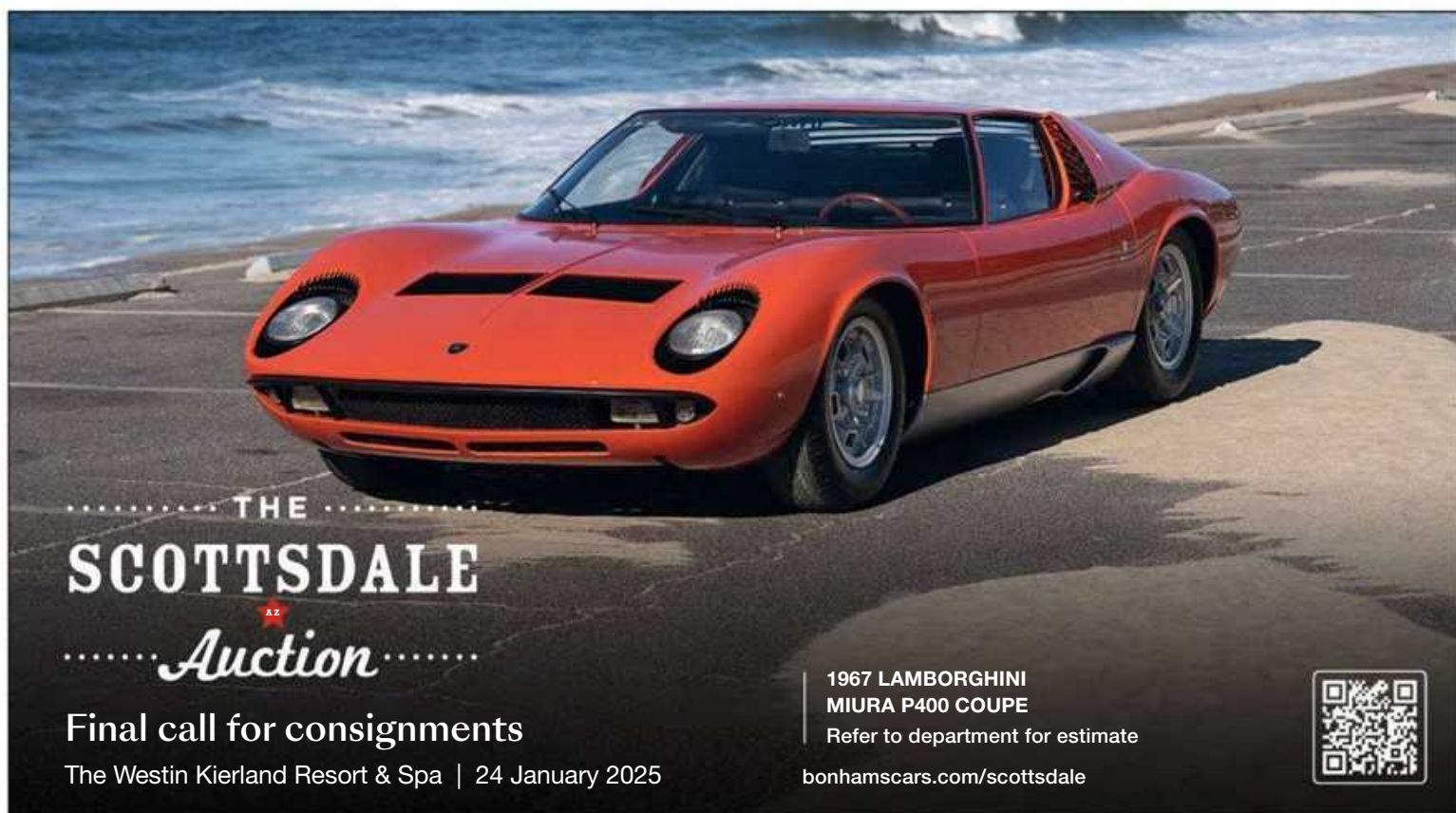
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# Welcome

There is a pleasing serendipity to the timing of this issue. As we go to press, there remains a feverish scrap on social media and in the papers about the recent Jaguar (or should that be jaGuar?) rebranding exercise and the Type 00 concept car. But those with longer memories will recall that this is

not the first time the marque has entered a brave new world to be met with brickbats and controversy. When the bold XJ-S arrived to take the place of the sacred-cow E-type, the response ranged from indifference to outrage, despite its well-publicised qualities. That negativity translated into a downward spiral for the model, tumbling from the top spot in contemporary group tests to the foot of the classifieds, with this 150mph super-GT available for buttons while those cars it regularly bested in period quickly became revered.

Now, at last, the tables have begun to turn and the XJ-S is rightly getting the respect it has always deserved (p68). Values are taking a commensurate leap forward, too, headed by rare and desirable versions such as the Lister MkIII and Lynx Eventer. No, it's not an E-type, but nor was it ever meant to be a direct replacement. It was a new car for a new generation of buyers living in a different era.

Hopefully, Jaguar will build on its illustrious history rather than ignoring its past in its mission to 'create exuberant' and 'break moulds'. Squint a bit, and there are hints of great Jags to be found in the Type 00, so maybe it hasn't completely followed its own mantra to 'copy nothing', and for me that can only be a good thing.

## ALASTAIR CLEMENTS

Editor in chief, *Classic & Sports Car*



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FEBRUARY 2025 • VOLUME 43, No 11

**CLASSIC & SPORTS CAR**  
HAYMARKET AUTOMOTIVE, BRIDGE HOUSE,  
69 LONDON ROAD, TWICKENHAM TW1 3SP

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PRINTED BY William Gibbons & Sons Ltd  
COLOUR ORIENTATION Rhapsoody Media

*Classic & Sports Car* (ISSN 0263318X, USPS 25178), is published monthly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA. Periodicals postage paid at Brooklyn, NY 11256. POSTMASTER: send address changes to *Classic & Sports Car*, Air Business Ltd, c/o World Container INC 150-15, 183rd St, Jamaica, NY 11413, USA.

Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent. Distributed in the UK by Frontline Ltd, 1st floor - Stuart House, St John's Street, Peterborough, Cambs PE1 5DD, 01733 555161

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*'Its brochure formed the image of a car that, Jaguar would have you believe, was the passport to a life less ordinary'*

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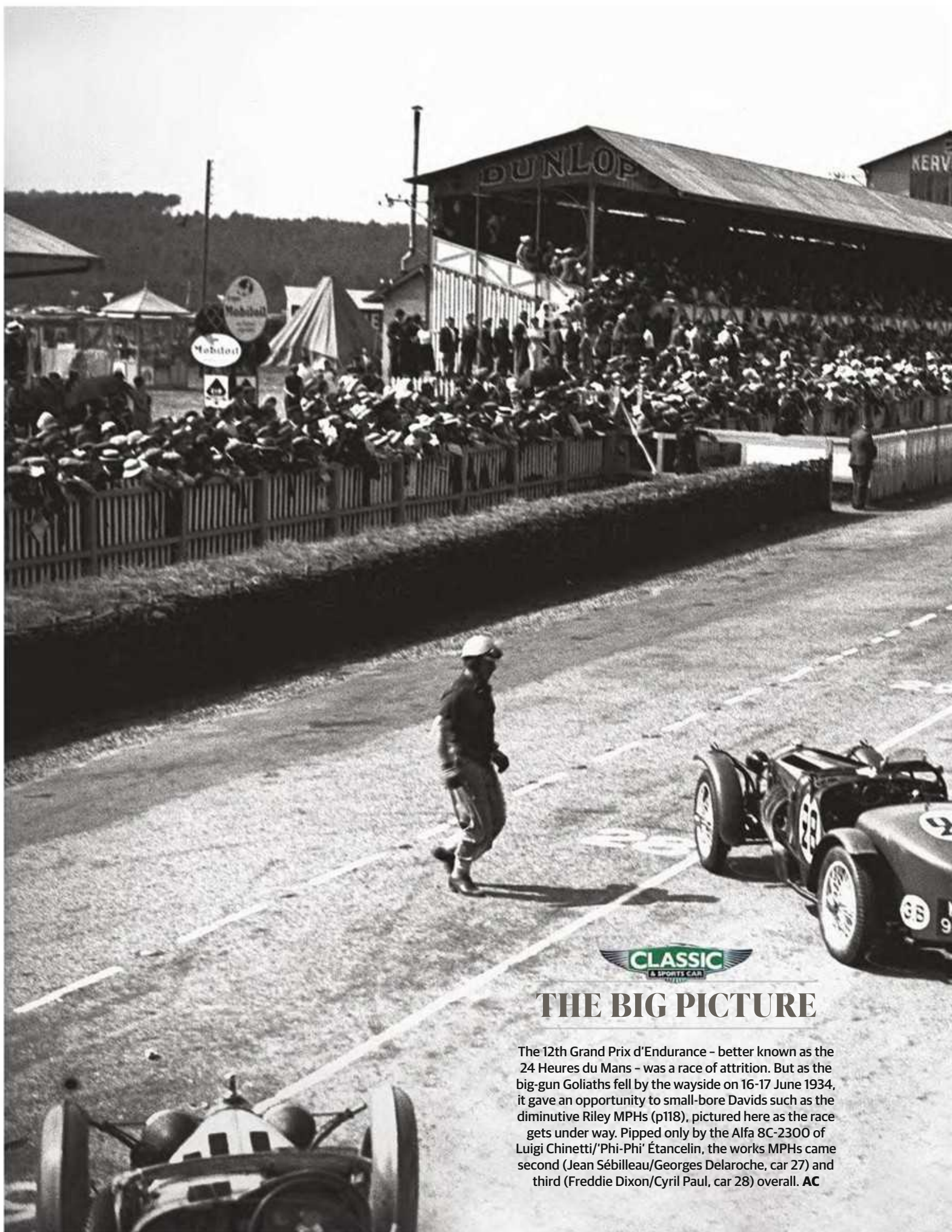
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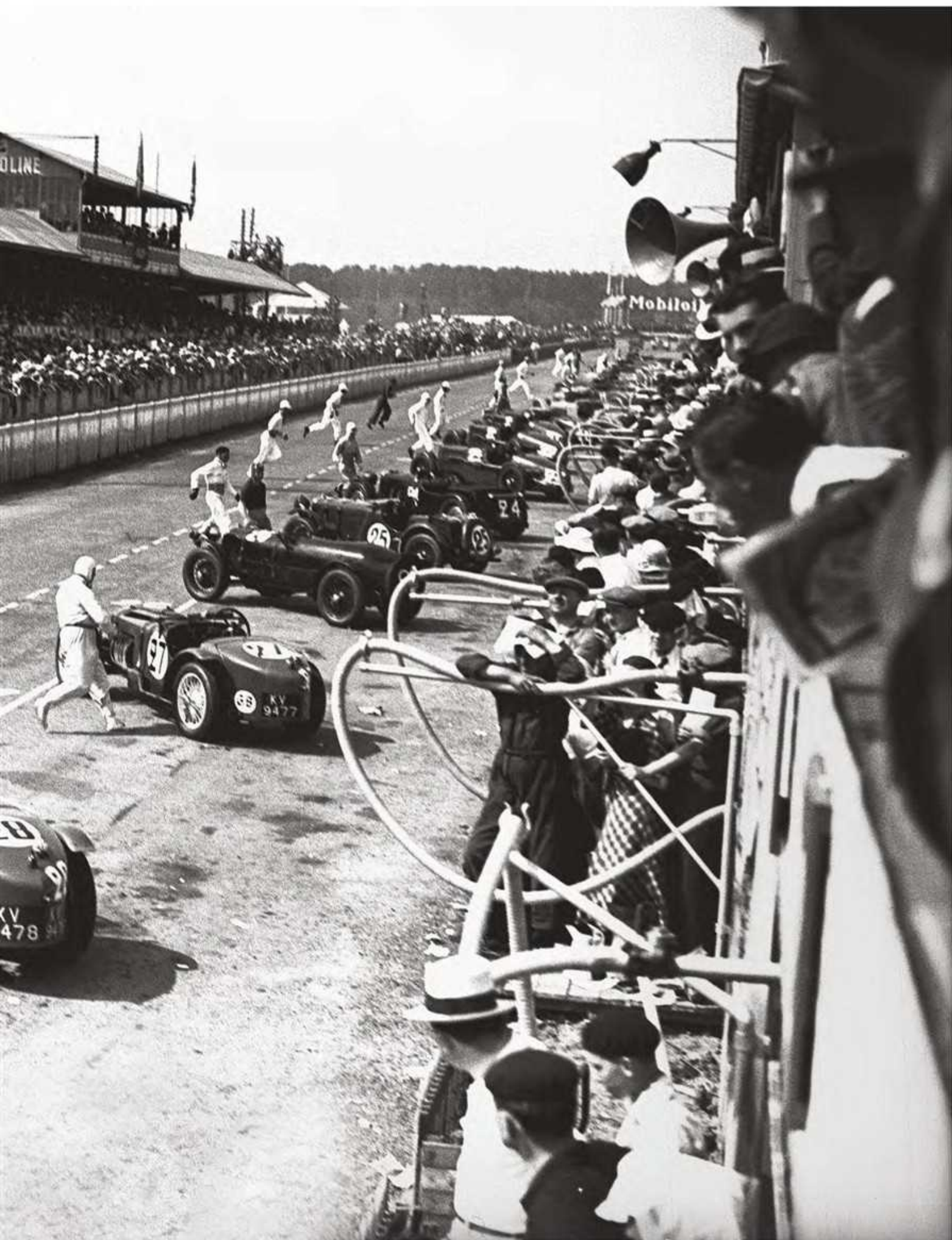




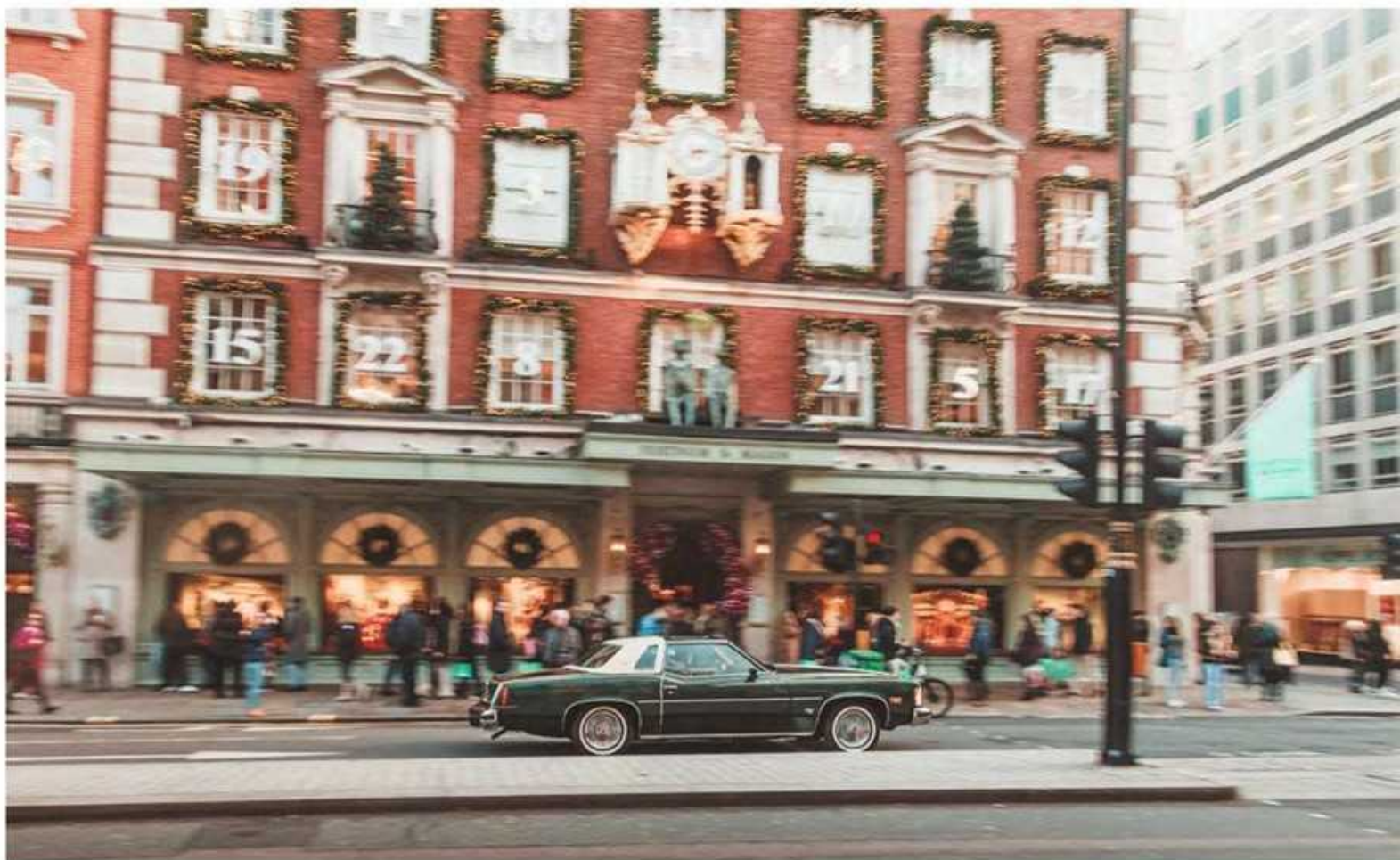
## THE BIG PICTURE

The 12th Grand Prix d'Endurance – better known as the 24 Heures du Mans – was a race of attrition. But as the big-gun Goliaths fell by the wayside on 16-17 June 1934, it gave an opportunity to small-bore Davids such as the diminutive Riley MPHs (p118), pictured here as the race gets under way. Pipped only by the Alfa 8C-2300 of Luigi Chinetti/'Phi-Phi' Étancelin, the works MPHs came second (Jean Sébilleau/Georges Delaroche, car 27) and third (Freddie Dixon/Cyril Paul, car 28) overall. **AC**









# MEMORIES ARE MADE OF THIS

Members of the C&SC team pick their memorable moments, people and cars from a brilliant 2024



## AARON MCKAY

**CAR OF THE YEAR** Despite its alternative-reality narrative, the stunningly recreated Garmisch concept (below left) immediately struck me as a true BMW. Its fascinating story (April) has inspired me to read up a bit more about Munich's famous marque.

**BEST DRIVE** Sailing the 1976 Pontiac Grand Prix (above, April) around Buckingham Palace and along Piccadilly was a special treat, subbing for Martin on a photoshoot with this glistening piece of Americana. Cushy, roly-poly and endearingly cheesy, it reminded me that cars can just be fun, regardless of their abilities.

**BEST EVENT** Apart from the intoxicating beauty of its Lake Como setting, I was truly overwhelmed at Villa d'Este in May by the

number of one-offs: Iso Grifo 90, Fiat Dino Aerodinamica, Citroën Camargue, and so many more stars in my eyes.

**CLASSIC HERO** Nine-time Le Mans winner Tom Kristensen gave high-octane life to cars I desperately wanted to see in action in 2024, particularly the priceless 1937 Auto Union V16 GP racer (above left) and its Type 52 derivative at the Goodwood Festival of Speed. Seeing him drifting a Ferrari 250GT SWB at a torrential Revival was the cherry on the top.

**NEW YEAR'S RESOLUTION** I thought I'd seen a lot of films, but my watch list has massively expanded recently. This year I really need to start catching up on titles such as *Genevieve*, *The Last Run* and *Assassin*.



## ALASTAIR CLEMENTS

**CAR OF THE YEAR** There have been some standout barn-finds in *Lost & found*, from Porsche Speedsters to Merc Gullwings, but the one that impressed me was the amazing Wood & Pickett Escort RS 1600 I spotted at the Classic Motor Show in November. I do hope whoever restores this unique Ford retains its fascinating bespoke features.

**BEST DRIVE** Porsche celebrated a half-century of turbo throughout 2024, and I was lucky enough to wangle an invitation to its Camp Turbo event at the Festival of Speed, where there was a clutch of different models to sample. It was my first time in a 993, and kicking off with the Porsche Museum's mint turbo (below, far right) was pretty special.

**BEST EVENT** My first Madeira Classic Car Revival was a thrill, but Rétromobile Paris remains my favourite classic event of the year. For me it was back to its best in February – particularly Renault's fabulous speed-record display (above right).

**CLASSIC HERO** I spotted a Mercedes-Benz 200D in the taxi rank on Madeira (right) and couldn't quite believe it wasn't part of the nearby show. The cabbie has owned it for 40 years and covered 1.8 million kilometres on the original motor, needing only bearings and rings in that time. The W123 replaced his 180D Ponton cab – which he still owns!

**NEW YEAR'S RESOLUTION** I'm going to hedge my bets with two, in the hope that I do at least one. First, to visit Richard's Usher's Great British Car Journey in Derbyshire; second, get my Suzuki Whizzkid going – it has been too long. Maybe I can blend the two?



## MICK WALSH

**CAR OF THE YEAR** The Concours of Elegance at Hampton Court always attracts some amazing cars, but I never expected to see the pair of Lagonda V12 sports-racers. Fresh from masterful restorations by Chris Woodgate and Charlie Briggs, these troubled designs have never looked so spectacular.

**BEST DRIVE** Riding with hero Neil Corner on Yorkshire roads in the legendary Forrest Lycett Bentley 8 Litre was unforgettable (left). Look out for the full feature coming soon in *C&SC*.

**BEST EVENT** There's no better place to escape the modern world than the Vintage Revival Monthléry and the centenary event was the best yet, with a remarkable range of machinery from Villard cyclecars to the Napier-Railton. Sadly this was the last Revival by Vincent Chamon's team, but what a finale!

**CLASSIC HERO** Engaging youngsters about old cars is key, and meeting Mark Adams of Time & Space Learning at the Shuttleworth Collection's Race Day was heartening. Mark had designed a giveaway pop-out Bugatti Type 35 for young visitors to construct and colour before testing them on a gravity-racing track. The perfect way to celebrate the great Bugatti's centenary.

**NEW YEAR'S RESOLUTION** To move my Lea-Francis 14hp Sports out into the country and enjoy it more on my favourite East Anglian routes.

## SIMON HUCKNALL

**CAR OF THE YEAR** I've always been partial to Rover P5B Coupés, since I ran a rather ropery one an eternity ago, and vowed that one day I would own another. Then I saw this no-expense-spared restored example at the Classic Motor Show in November (below, far right) and was utterly smitten. A dream car if ever there was one.

**BEST DRIVE** One of the best drives of my life, let alone 2024, was in the magical Ferrari 275GTB/4 for our October cover (right). So often you're expected to drive such cars with decorum, but I was enticed into a thrilling cross-country blast, digging deep into the V12 Fezza's reserves in convoy with its keeper's 275GTS. Epic.

**BEST EVENT** Hagerty's Festival of the Unexceptional: a wondrous counterpoint to the Festival of Speed that precedes it, yet probably hosts more automotive rarity than you'll ever find at Goodwood. Most importantly, at July's 10th-anniversary event (right) it felt as if I was mingling with more young enthusiasts than ever.

**CLASSIC HERO** I've known, and been a fan of, Martin Buckley since my *Autocar* days, so it's a pleasure to be working with him on *C&SC*. We spent a day in his 'car cave' in September and talked classics until late into the evening. A true kindred spirit.

**NEW YEAR'S RESOLUTION** For the past couple of years, I've faithfully renewed my MSUK competition licence in the hope of getting a drive up the hill at the Festival of Speed to add to my previous 15 runs since 2003. Big push this year to make it 16.







## DAMON COGMAN

**CAR OF THE YEAR** A teal-blue Lanchester LD10 woodie (below left) isn't most people's first choice for a full-blown nut-and-bolt restoration, but I'm happy that the owner dug deep and finished the lengthy rebuild just in time for its debut – and trophy – at the C&SC-backed concours during Classic Nostalgia at Shelsley Walsh in July.

**BEST DRIVE** With a quintet of much-loved VW Golfs at our disposal for the September cover story, I surprised myself by jumping far too hastily into an original 8v Lancia Delta HF Integrale to reignite memories of first driving one more than 25 years ago. Light, delicate, with plenty of power, it was the perfect accompaniment for the twisty Curborough sprint track (below, far left).

**BEST EVENT** Dragstalgia at Santa Pod (left) has always been a place where classics meet horsepower in a match made in Valhalla. Superchargers were bursting out of bonnets everywhere you looked in July, with a thundering, V8-heavy soundtrack to make AC/DC sound more like ASMR.

**CLASSIC HERO** Anyone who can design both the achingly beautiful Lamborghini Miura and the devastatingly mundane Citroën BX deserves special mention of a life well lived. We lost Gandini in 2024, and he'll be sorely missed. *Ciao, Marcello.*

**NEW YEAR'S RESOLUTION** I've never been to Ireland, and after a few car folk mentioned how beautiful it is, and how empty the roads are over there, it's time for me to Google ferry times and find out for myself.

## RYAN STANDEN

**CAR OF THE YEAR** The 1969 Shadow Mk1 prototype caught my eye as part of the thunderous Can-Am celebration at Goodwood Members' Meeting (below right). Although it never raced, it perfectly encapsulates the series' anything-goes ethos, with pop-up winglets, knee-height bodywork and a 650bhp Chevy V8.

**BEST DRIVE** I wasn't trusted with the keys to the Pagani and Koenigsegg in November's hypercar showdown (right). But, after shielding photographer Max's camera from the rain with a bit of cardboard for 20 mins, Simon Hucknall invited me for a passenger ride in the Zonda. I'll never forget the sound of it at full chat.

**BEST EVENT** Shere Hill Climb. You can wander the paddock, peer over the hedge to watch cars tackle Staple Lane (everything from US hot rods and Austin Specials to pre-war Bentleys and '80s supercars) or test your skills on Farnborough District Motor Club's grass autotest. It's like a summer fête for classic car fans.

**CLASSIC HERO** If you need motivation to get on with a classic project and plan a road trip, look no further than @overintherover on Instagram, where Tati Reed takes her Land-Rover 90 on lots of adventures and recounts all their oily mishaps.

**NEW YEAR'S RESOLUTION** Since I realised I could squeeze an airbed into the Scimitar (far right), I've been dreaming of using it as a weekend camper. Maybe I should plonk a surfboard on the roof and infiltrate Cornwall's VW Type 2 gangs?



## LIZZIE POPE

**CAR OF THE YEAR** Maybe this is cheating a little, but I'd like to nominate all the beach buggies that took part in the parades at the Goodwood Revival (left). The colours, costumes and camaraderie had broad grins plastered across the faces of everyone around the circuit; it was just joyous.

**BEST DRIVE** The run to the Concours of Elegance on 1 September was relatively short, but very sweet. It was my first time in our Ford Mustang's driving seat for a while and, once parked in the C&SC area at Hampton Court Palace, it was humbling to receive compliments about the car.

**BEST EVENT** The Drive It Day Scramble on 21 April was a great day out. We attended Bicester Heritage and there was a huge variety and number of classic cars to enjoy with friends, with the bonus of decent weather.

**CLASSIC HERO** I have two: Dan Willan and Niall Frost. To win HERO-ERA's Rally of the Tests once is a major achievement. To do this three years on the bounce – the first time that has happened across the event's 22 editions since 1932 – is nothing short of incredible.

**NEW YEAR'S RESOLUTION** My Mustang celebrates its 60th birthday in 2025, so plans are afoot for a road trip – nothing extravagant, but a good excuse to do something a little bit different with the car.



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## MARTIN BUCKLEY

**CAR OF THE YEAR** I think it has to be the Bentley Corniche 'recreation' (it turned out to be based on the genuine Corniche MkV chassis, so it was semi-real) – an epic job and an important piece of Bentley history. (I was privileged to drive it in 2023, but the story appeared in the February '24 issue so it counts.)

**BEST DRIVE** Two stick in the mind: taking my Fiat 130 Coupé to Cornwall, with the car repaying my attention and not missing a beat; and driving Ray Hillier's Audi S6 Avant up to East Yorkshire for a trip down memory lane.

**BEST EVENT** It has to be the London to Brighton Veteran Car Run (see p45). I don't want a veteran car, but I can see the appeal and just loved the aura of the event.

**CLASSIC HERO** Charlie Elliott, the youthful restorer of a wonderful Talbot 105 Airline (left, July). People always say: "Who is going to be interested in these old crocks in the future?" Well, here is your answer.

**NEW YEAR'S RESOLUTION** To expand my horizons, both motoring and otherwise.

## SIMON TAYLOR

**CAR OF THE YEAR** The unique 1927 Bentley 3 Litre Speed Model with boat-tailed Martin Walter bodywork, superbly restored for the Jacques family over a four-year period by Julian Parker and his talented team. It was joint winner of the Restoration category at the Royal Automobile Club Historic Awards, and as a judge I was lucky enough to get a ride in it, too.

**BEST DRIVE** In the ex-Rob Walker Delahaye 135CS (right, November), before RM Sotheby's sold it for more than £1m. For a car that was seventh at Le Mans and the 'Fastest Road Car in Britain' at Brooklands, it was a rumbling pussycat.

**BEST EVENT** Each year, the Hampton Court Concours of Elegance (below right) mixes the best cars in the world with the feeling of a small, friendly event. A welcome antidote to the round of big, self-important concours.

**CLASSIC HEROES** Jake Hill and Tom Ingram. With wins in the RAC TT Celebration and Freddie March Trophy at the Goodwood Revival, they showed that today's top two British Touring Car Championship drivers are versatile enough to race 60-year-old cars brilliantly, and cleanly.

**NEW YEAR'S RESOLUTION** To find the time to convert several filing drawers of Stovebolt Special pictures, papers, letters and race reports into a coherent chronological history. Perhaps I'll even turn it into a book.



## CHARLIE CALDERWOOD

**CAR OF THE YEAR** The immaculate 1985 Honda Civic CR-X from the newly opened American Honda Collection really sticks out (November). It was one of those rare occasions when I drove a car and instantly decided 'I need to get one of these'.

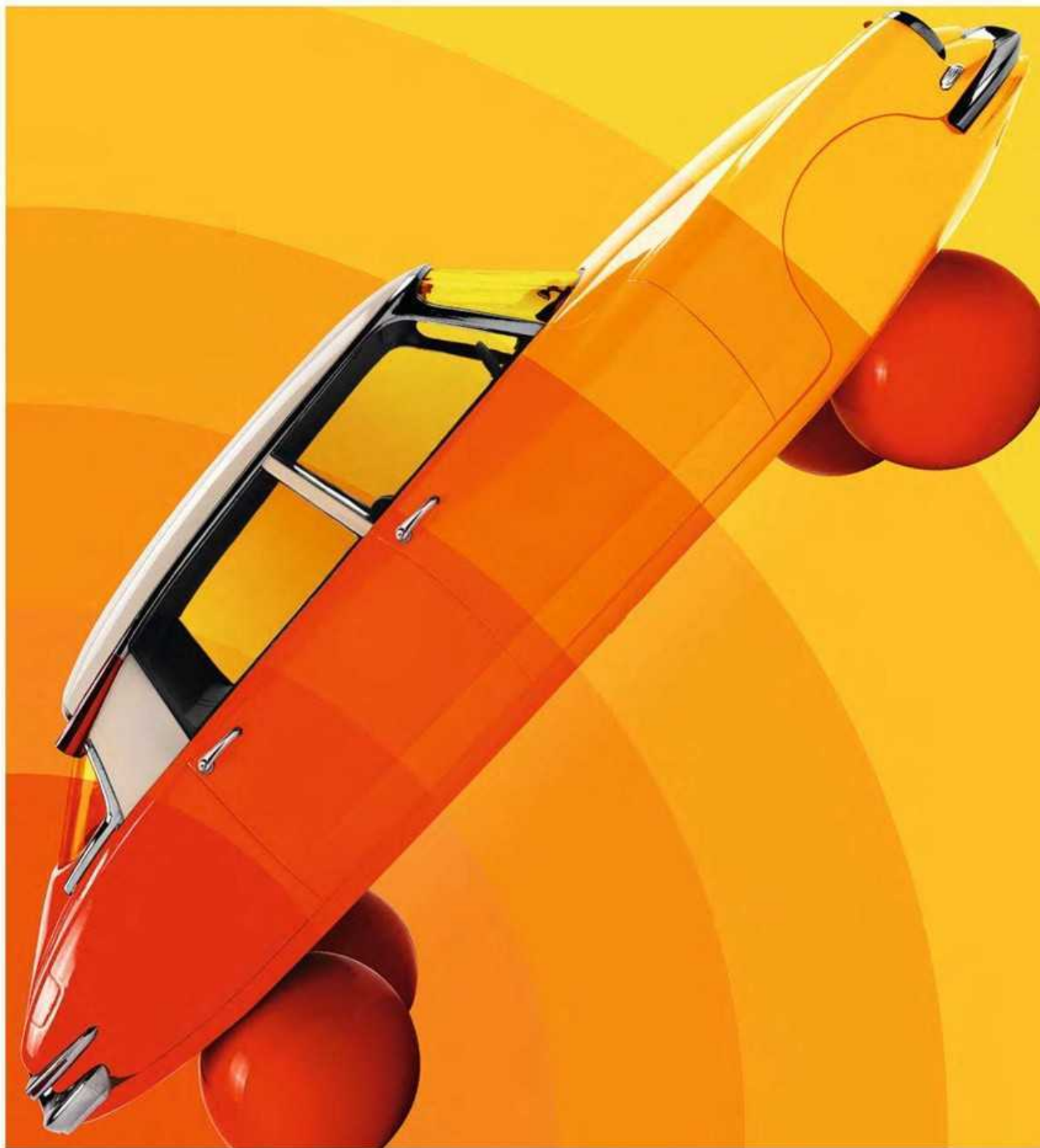
**BEST DRIVE** No competition: my drive across California on Route 66 in a 1965 Mustang for our 60th-anniversary feature in the May issue. I can't recommend the trip highly enough: you get to see both some of the most beautiful, atmospheric desert in the world on one end, the bright lights of Los Angeles at the other. If you can do it in a Mustang, even better – it makes everyone so friendly along the way.

**BEST EVENT** Inexplicably, last year was my first time at Rétromobile. The effort manufacturers go to at this event is only really matched by Techno-Classica Essen, but here you're in the middle of Paris, just a short trip on the Eurostar from London. As a complete experience, it was the best overseas car show I have done.

**CLASSIC HERO** Setting up a club is a brave thing to do, especially in a community as fractured as that of the UK's Japanese-car enthusiasts. But Stephen Blackburn has done just that, launching the Colt Car Club to serve Mitsubishi of all sorts. It will feel thankless at times, but I've been impressed by the club's early efforts.

**NEW YEAR'S RESOLUTION** Last year I said I needed to do some proper road trips in my own car. Since then I've swapped my Smart Roadster Coupé for a Toyota MR2, which I duly took both to Cornwall and Scotland. The bit I didn't manage was taking it abroad. That's my target for this year, with the roads of the Pyrenees calling.





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**MOTUL**





Restorer Julian Parker (seated) with Bentley and proud owners. Below: ERA shared Restoration win



Damien Smith (on left) was the Outstanding Journalism winner



Self-taught machinist Catherine Ruff was the 2024 Young Achiever



Lifetime Achievement for legendary Team Lotus mechanic Bob Dance



The Bugatti Trust curator Angela Huckle took the Personal Endeavour gong

# HISTORIC WINNERS SHOW CLUB CLASS

The Royal Automobile Club held its annual Historic Awards in Pall Mall, London, on 21 November, and declared joint winners in the hotly contested Restoration category. Julian Parker Ltd's rebuild of the 1927 Bentley 3 Litre Boat Tail couldn't be separated from Tip Top Engineering's revival of a 1939 ERA E-type GP2. The former is a unique Bentley model, of which only three historic photographs survive, while the

latter brought back an important historic racer to competitive condition. Lead judge and C&SC editor at large Simon Taylor said: "In the end we felt there was only one decision that we could make – we had to have joint winners."

The Lifetime Achievement award for 2024 was presented to Bob Dance, Team Lotus' long-serving chief mechanic. Bob first joined Colin Chapman's equipe in the early 1960s and, with a brief



Bruno and Lalali Senna were part of Silverstone's Motoring Spectacle win

hiatus in the mid-'70s, stayed with the marque until 1994. He worked on various World Championship-winning cars, spanning for the likes of Jim Clark, Graham Hill, Mario Andretti, Nigel Mansell, Nelson Piquet and Ayrton Senna. Later, Bob joined Classic Team Lotus to give technical support, and to help maintain the cars he had built, before retiring in 2019.

Catherine Ruff picked up the Young Achiever trophy ahead of C&SC senior photographer Max Edleston. The 28-year-old, largely self-taught machinist uses period technical drawings to reproduce components for vintage Bentleys, including those racing in historics and even for Bentley Motors' own continuation programme.

C&SC contributor Damien Smith was recognised for his Outstanding Journalism in a story about Alain Prost, a notoriously reluctant interviewee. The final individual award, for Personal Endeavour, went to Angela Huckle, curator of The Bugatti Trust.

The winner of the Innovation category, the Historic & Classic Vehicles Alliance's Action on Parts programme, speaks to an issue that affects all classic enthusiasts: quality replacement components. Seeking to help mechanics and owners alike dodge the pitfalls of reproduction parts that do not fit properly or fail prematurely, the new scheme will aim to provide a safety net for purchasers, and a new accountability in the sector that hasn't been present before.

A celebration of Ayrton Senna that drew an unprecedented turnout of 26 of the Brazilian's former vehicles at the Silverstone Festival in August was recognised as the year's finest Motoring Spectacle, while best Competitive Event went to the 2023 Roger Albert Clark Rally. Beaulieu's National Motor Museum won the Museums & Collections award following a major refurbishment, with the judges praising the venue's renewed focus on social and cultural history, in particular its new Streets Ahead display.

"The standard of entries this year has been overwhelmingly high," said Royal Automobile Club chairman Duncan Wiltshire. "I'm again especially impressed by the nominations for Young Achiever – it gives us great confidence that the preservation and guardianship of our vehicles are in safe hands."





GERLACH DELISSEN

## Maserati celebration dominates Brussels salon

A special celebration of 110 years of Maserati was at the heart of this year's Classic Car Show Brussels, which returned to Brussels Expo, on the outskirts of the Belgian capital, from 15-17 November. The gathering of Trident-badged machines included a 1928 Tipo 26 Grand Prix car and a line-up of '50s road and racing machines: an ex-Stirling Moss 300S, a pretty Pininfarina-styled A6 1500/3C and a Monofaro A6GCS.

The Maserati theme continued in the dealer displays, where Ghiblis, Mexicos, Boras and a 3500GT Vignale Spyder were up for grabs. Other

Italians appeared to sell well, too, with a Fiat 514S and Siata 500 Record both finding new homes.

A 12-member jury handed out awards for the finest cars, motorcycles and club displays at the show. A 1934 Frazer Nash TT Replica, 1955 Cadillac Eldorado, 1980 BMW M1 and 1954 Alfa Romeo Super Sprint were among the category winners, while the local Citroën car club and specialist D'Ieteren were recognised for their superb stands. The overall Best in Show was a two-tone 1953 Maserati A6GCS by Pinin Farina (above), exhibited by the Autoworld museum.



## BMW wins Down Under

A 1972 BMW 3.0 CSL took top honours at the first Motors & Masterpieces, held at Melbourne Showgrounds, Australia, from 22-24 November. Finished in white with classic BMW Motorsport striping, the bewinged Batmobile (above) was one of 200 classics in the competition, alongside a big display of cars from local clubs.

The concours contenders were split into 10 categories. The best of British was a 1963 Bentley S3 Continental Flying Spur, which triumphed in the Swinging London category, while a 1971 Ferrari Dino 246GT received the trophy in the La Dolce Vita class, for post-war Italian vehicles. Vehicles from across Europe competed in the



Continental Classics group, won by a 1970 Mercedes-Benz 280SL, and a 1956 Continental MkII was the judges' Stateside pick in the California Dreaming group. The home-grown favourite was a 1971 Ford Falcon XY GT, which topped the Great Southern Land celebration.

Other winners included a restored 1910 Willys-Overland Model 40, 1931 Delage D8S, 1971 Toyota Celica GT, 1973 Holden Torana GTR XU-1 and 1968 Brabham BT23E. Simon Anderson's superb photograph of a 1932 Ford Roadster hot rod and Lewis Thomas' painting *Bluebird on Lake Eyre* both picked up awards in the Lennox St Gallery Art and Photography contest.



### XJ-S IS BACK WITH A BANG

TWR Performance – a British firm co-founded by Tom Walkinshaw's son, Fergus – has unveiled the Jaguar-inspired Supercat. The 660bhp, £225,000 restomod is limited to 88 units (a tribute to TWR-Jaguar's '88 Le Mans win), and features a carbonfibre body and a supercharged V12 engine.



### CHINA JOINS THE MILLE

A 1948 Alfa 6C-2500 Freccia d'Oro (above) triumphed at the first 1000 Miglia Experience China, from 13-17 November. The four-day, 1000km route began in Guangzhou and visited 10 cities. The victorious crew of Umberto Galloni/Albert Wetz won an entry to the main 1000 Miglia in Italy.



MATHIAS SCHÜLLER

### GENEVA GATHERING

An impromptu cars and coffee organised by Simon Kidston on 7 December assembled classics including a Bugatti Veyron, the 1966 Targa Florio-winning Alfa T22 and the Kidston family's own Bugatti T35 at the Parc des Eaux-Vives in Geneva, Switzerland.



### A PAEAN TO POWER

The Rahmi M Koç Museum in Istanbul, Turkey, has announced a new 35-car exhibition exploring the history of horsepower. The set ranges from a Benz Patent-Motorwagen replica and Model N Ford to the Turkish-built Anadol STC-16 and Onuk Sazan LM sports cars. It's open until 10 June.



## C&SC lands gongs from the Guild



Classic & Sports Car's Ryan Standen and Simon Hucknall were both winners at the 2024 Guild of Motoring Writers awards, held at the Royal Automobile Club in London on 5 December.

Editorial assistant Ryan's story on the Lotus Carlton '40 RA', which became infamous after taking part in ram-raids and evading police in the 1990s (C&SC, July 2024, left) won him the Young Writer of the Year trophy. The article was praised for its forensic levels of research, as well as for featuring the original owner's replacement Carlton (which wears the 40 RA registration today) and a contemporary police car.



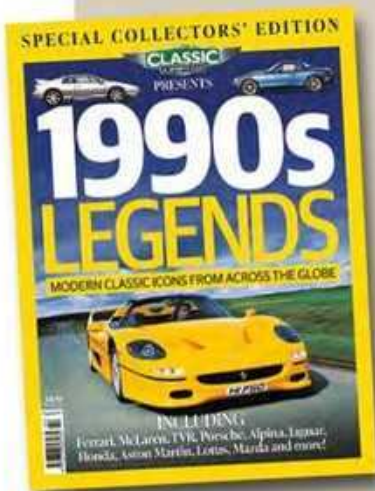
C&SC senior contributor Simon, meanwhile, was named Gordon Bruce Classic Writer of the Year. This was his second successive win in the hard-fought category, with the judges this year impressed by his article about three aero-engined Edwardian racers at Mallory Park (C&SC, August 2024, left).

Among the other victors was contributor Jayson Fong in the Photographic Awards, while John Mayhead's excellent *Goldie* (Book of the month, December 2023) was a popular winner of the Montagu of Beaulieu Trophy for the best automotive book of the year.

## Ferraris mark 30 years in the UAE

Cavallino Classic Middle East returned to the Yas Links golf course in Abu Dhabi, just next to Ferrari World and the Yas Marina race circuit, for the fourth local edition of the Ferrari-only concours. Running through the Grand Prix weekend of 6-8 December, the event marked the 30th anniversary of Ferrari's official entry to the United Arab Emirates in 1994, with cars on show ranging from classic Dinos and Daytonas to the latest Purosangue coupé-crossover.

Best of Show went to a 1961 400 Superamerica Coupé Aerodinamica (right), while the Restoration award was given to a 1985 288GTO and the Chairman's award to a 1996 F50. A 1991 F512M and 2005 Enzo won the Twelve Cylinder and Supercar gongs respectively. Finally, an F355, FF and SF90 won the Eight Cylinder, La Dolce Vita and Ferrari trophies.



## MODERN CLASSICS REVISITED

The 22nd edition in our popular *Legends* series, gathering some of the finest stories from the past 30 years of C&SC, is on sale now and focuses on more recent additions to the classic fold. From Honda NSX and Jaguar XJ220 to Ferrari F50 and McLaren F1, it's a feast of high-performance machinery. But it's not all supercars: there are also coupés, open sports cars and family-friendly '90s classics, such as the Mitsubishi Evo, Alpina B10 and hot-hatch icons.

Next in the series will be *Bugatti Legends*, on sale 23 January. Plus, for a limited time, there are special discounts of up to 50% on some previous editions. For further details and to order, see <https://magsdirect.co.uk/classic-sports-car-presents/>



### CLASSIC ROMAN HOLIDAY

The inaugural Anantara Concorso Roma will present an all-Italian line-up of classics in the heart of the capital from 24-27 April. Cars will be displayed at landmarks around the city, centred on the Piazza delle Repubblica by the Anantara Palazzo Naiadi Hotel. See [anantaraconcorsoroma.com](http://anantaraconcorsoroma.com)



### CALLING NEW AUTHORS

Porter Press is inviting aspiring authors to join its first workshop on 29 March at its Worcestershire HQ. Founder Philip Porter (above) and author Andrew Noakes will explain publishing and editing, sourcing and writing techniques, and more. It costs £25; email [louise@porterpress.co.uk](mailto:louise@porterpress.co.uk)



MARIO LAGUNA

### RALLY STARS IN BELGIUM

The New Classic & Racing Show Arlon returned for its second edition from 30 November to 1 December, with a focus on historic rallying. The event hosted a wealth of Alpine A110s (above), including an 1800 Group 4, plus a Renault 5 Turbo.



### RACER IN MINIATURE

A custom racer built on a 1968 Ford Falcon chassis has won the Hot Wheels Global Legends Tour competition, and will now be reproduced as a 1:64 model. Cars and Coffee Chile's 'La Liebre' was announced as the victor on 17 November, beating 5000-plus applicants from 13 countries.



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## Classic machines steal the limelight in Essen

A Mercedes-Benz 300SL was awarded Best of Show at the Essen Motor Show, where historic vehicles outshone the moderns in the German city's exhibition centre from 30 November to 8 December. The 1955 Gullwing (right), which was displayed on Paderborn-based specialist Reller Automobile's stand, was one of the standout cars at this year's 10-day event, which was attended by more than 200,000 visitors.

As well as classics, the show also features modified vehicles and motorsport legends. The 1995 Volkswagen Jetta from *The Fast and the Furious* was a highlight for fans of tuner cars, as was the 1992 Mercedes-Benz 'Big Foot' on the Mercedes-FanWorld display. This jacked-up 124-series coupé was turned into an off-roader by Schulz Tuning, which swapped the factory underpinnings for a G-Wagen chassis.

Walter Röhrl's appearance on the Bilstein stand pleased rally aficionados, while a line-up of 1980s, '90s and '00s tin-top racers (right) was joined by organiser SIHA's display of historic rally machinery and Japanese classics.



### GREAT WEDDED JOURNEY

Enthusiasts Owen and Sarah Turrell's car-themed wedding involved taking 65 guests to the Great British Car Journey in Derbyshire, site of one of their first dates, on 23 November. Friends and family enjoyed the opportunity to drive 30 cars from the museum's fleet.



### JAGUAR SHOW AND SHINE

The Jaguar Car Club of Victoria held its annual Display Day Concours at Mount Waverley, Australia, on 17 November. Among more than 150 cars were a barn-find MkIV, a V8-powered Mk1 silhouette racer with period history, and a line-up of XK140s to mark its 70th anniversary.



### MICHAEL ALLEN, 1939-2024

Ford fan and prolific author Michael Allen has died aged 85, leaving a legacy of authoritative books including his landmark title *Consul, Zephyr, Zodiac: The Big Fifties Fords*, and his biography of rally driver and inventor Maurice Gatsonides, *The Amazing Gatso*.



### FRANÇOIS PEIGNEY RIP

The influential Club Delahaye member and son of the final president of Delahaye, François Peigney, died on 15 November at the age of 94. The French club paid tribute to its former vice-president, calling him: "A key figure in the preservation of the brand's heritage."



## Tin-top local heroes roar into Bavarian spectacular

More than 13,500 enthusiasts visited Retro Classics Bavaria, held at Nürnberg Messe in Germany from 6-8 December. The show paid tribute to Marcello Gandini with a gathering of Bertone-styled classics, including a Lamborghini Miura and Alfa Montreal.

Several of 2024's motoring milestones were also honoured with displays: marque connoisseur and collector Leo Aumüller provided a line-up of Abarth models to mark the Italian tuner's 75th anniversary, while 125 years of Opel was celebrated with an 1899

Patent-Motorwagen, the RAK 2 rocket car, a 1956 Kapitän that was the two-millionth Opel built, and more. That theme continued in the display of rally cars, which included the Walter Röhrl/Christian Geistdörfer World Rally Championship-winning 1982 Opel Ascona 400. Elsewhere, a celebration of the DTM series (above), which turned 40 in 2024, gathered 30 racers including Hans-Joachim Stuck's 1990 title-winning Audi V8 quattro and 1996 champion Manuel Reuter's Opel Calibra V6.

## OBITUARY

### GORDON CRUICKSHANK 1955-2024

A fine writer, a cultured enthusiast and a keen competitor in classic car rallies, Gordon Cruickshank was a much-respected figure in motoring journalism for more than 40 years, best known to C&SC readers for his *Our classics* exploits with his much-loved Jaguar Mk2. The long-time deputy editor of *Motor Sport* joined the title in 1982 and remained on the staff right up to his death, aged 69, on 9 December. 'I actually applied for a job on *Motoring News*, but I was hijacked by the then proprietor, Mr Tee, because *Motor Sport*'s previous assistant editor was desperate to escape,' he wrote, with characteristic dry wit. 'With neither journalistic nor magazine experience behind me, and no proof that I could drive fast cars, I was the perfect candidate - because I was available.'

His proudest sporting claim to fame was co-driving Henry Pearman's Jaguar E-type to victory in the second Pirelli Classic Marathon in 1989, narrowly beating Stirling Moss in an MGB. But that same year Cruickshank's life changed profoundly, when he was injured as a passenger during a Mercedes road test in Germany. He'd spend the rest of his life in a wheelchair with tetraplegia. Refusing to be defined or held back by his disability, he recently added an adapted BMW 635CSi to his small but precisely curated fleet. His passing breaks the final direct link to *Motor Sport*'s era of Bill Boddy and Denis Jenkinson. **Damien Smith**







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**HISTORICS**  
AUCTIONEERS



Thompson/Davison Ford landed second. Below right: Henderson/Atkins Escort overcame the odds to secure third



# PORSCHE FOILS THE STORMS



Porsche 911 RS of Seb Perez and Dale Bowen powers on through the slush towards victory



Elliott and Dave Price parked their Fiat-Abarth 131 after 2 mins in a ditch, and the Ford Escort Mk2s of both Adrian Hetherington/Ronan O'Neill, and Ben Friend/Cliff Simmons failed to finish the day. Instead, the similar Escorts of Paul Thompson/Josh Davison and David Henderson/Will Atkins moved up to do battle for the runner-up slot, in the wake of the fleeing Porsche.

Incredibly, Sunday dawned dry, bright and warmer, and the snow was gone as the crews headed north for eight further stages. Perez/Bowen were revelling in the conditions. "It's nice to get out of third gear," said Seb, after the opening stage in Castle O'er.

While Perez/Bowen stretched their lead to 7 mins, Thompson/Davison and Henderson/Atkins continued to fight for second; the latter pair suffered two punctures and a clutch problem, finishing just over a minute adrift in third.

Entrants on the new Rally Anglo Caledonian, on 23-24 November, conquered some of the toughest conditions seen on a UK special-stage rally for more than a decade, with the Porsche 911 Carrera RS 3.0 of Seb Perez and Dale Bowen taking victory on the final double-header of the British Historic Rally Championship season.

The Carlisle-based event took in two full days, with Saturday running in Kielder Forest before the competitors hopped over the border for Sunday's action in the

forest stages of southern Scotland. The event was billed as the BHRC showdown between Perez and Mark Higgins (Triumph TR7 V8), but sadly Higgins was forced to withdraw before the rally started, having injured his shoulder in the workshop. So Perez was crowned champion before he even set off, clinching the title his father, Steve, won in 2003, when young Seb was just three years old.

The opening day ran as Storm Bert made its presence felt, and a heavy snowfall on to frozen

ground on Saturday morning made conditions extremely tough. Early in the rally, Perez/Bowen were struggling as the first two-wheel-drive car on the road, but a switch to more suitable tyres for the final two stages of the day, run in even deeper snow, helped them to blitz the field and take a big advantage into Sunday.

Several leading crews went out on day one with off-road excursions, or just a feeling that this was too much a case of an accident waiting to happen. Nick

PAUL LAWRENCE/BEN LAWRENCE





Clockwise from main:  
defending champions went  
flat-out; Stokes' RS 1800 was  
second; Tony Jardine's Toyota



GEORGE RIDDER/PETER WHITTEN/STEVE RITCHIE

## All-Ford podium at New Zealand's Silver Fern

The biennial Silver Fern Rally returned from 22-29 November, for 52 stages and around 1800 miles on New Zealand's South Island, attracting entrants in historic cars from all over the world.

The defending champions from 2022, Brits James Ford and Neil Shanks (Ford Escort RS 1800), were on the edge from the start and built up a good lead. Pushing can have consequences, though, including two offs, plus bodywork and gearbox damage, which led to them briefly surrendering first place. But, albeit a bit battered come the finish, their advantage was 4 mins 21.7 secs over the RS 1800 of locals Robbie and Amy Stokes. And it was an all-Escort podium, with UK crew Robert Gough and Jeremy Rogers a further 4 mins 11.2 secs adrift.

HERO-ERA's Tony Jardine made it home a very creditable 21st alongside Australian co-driver Duncan Jordan after a few adventures of their own in a Toyota Corolla AE86, the car that won the 1984 New Zealand championship in the hands of Brian Stokes, father of runners-up Robbie and Amy.

## Conditions prove a trial in rainy Kent

More than 50 competitors gathered at West Malling in Kent on 1 December for the Kentish Border Car Club's annual Monty Peters Historic Sporting Trial. The ground was already very wet beforehand, with further intermittent heavy rain making conditions even more challenging.

After the first lap of the nine observed sections, Ian Wright (Cannon) had a three-mark advantage over Nick Holder (right) aboard his father's Cannon in the Historic class. And there were just seven between leader Simon Kingsley (Kincraft) and James Alexander (JABS) in Post Historic.

Conditions contributed to a higher retirement rate than usual, with cars sustaining damage from hitting trees or due to transmission failures. In the end, Wright was the top Historic runner, with Holder only two marks adrift. In the Post Historic division, Graham Wilson's second lap in his FRS76S was eight marks better than anyone else in the trial, helping him to the class win ahead of Alexander.

It was a tough but enjoyable event for all involved, with the biggest heroes considered to be the marshals for staying at their posts on an extraordinarily damp day.



JOHN ANDREWS

## Paddock profile



**IAIN MITCHELL**  
CAR Vauxhall  
Nova Sport  
SERIES  
Scottish Classic  
Sports & Saloon Championship

"I got into racing through having a December birthday. I couldn't leave school until Christmas, so I helped Mike Stewart who'd just started as a self-employed mechanic. It was more fun than school for a few months - he had a Vauxhall Viva Ecosse for sprints and hillclimbs. When I later met Brian Beverley, he offered me a double entry in his Avenger at Kames Circuit and I was hooked. I've raced several cars, but now it's my Nova that, thanks to Mike, is on song and I won the 2024 Scottish Classic Sports and Saloon Championship. In 2025, I hope to take it to some tracks I've not driven before."



JIM MORRIS



WILLIAM NEILL

## Hard-fought win on Irish soil

An electrical issue hindered World Rally Champions Kalle Rovanperä and Jonne Halttunen at the Killarney Historic Rally on 30 November; they were fastest over the famed Moll's Gap, but brought their Toyota Starlet home 15th.

Historic category winners Donagh Kelly and Rory Kennedy evoked memories of the 1990 Rally of the Lakes, where Kennedy co-drove for the late Bertie Fisher in a similar BMW M3 (left). The Donegal pair finished 23.7 secs clear of Ford Escort Mk2 pairing Tomas Davies and Shane Buckley, with John O'Donnell and Paddy Robinson (BMW M3) another 20.5 secs back following a strong performance during the closing stages, run in darkness.

The Modified class was won by Rob Duggan and Ger Conway (Ford Escort Mk2) despite a throttle-sensor issue.

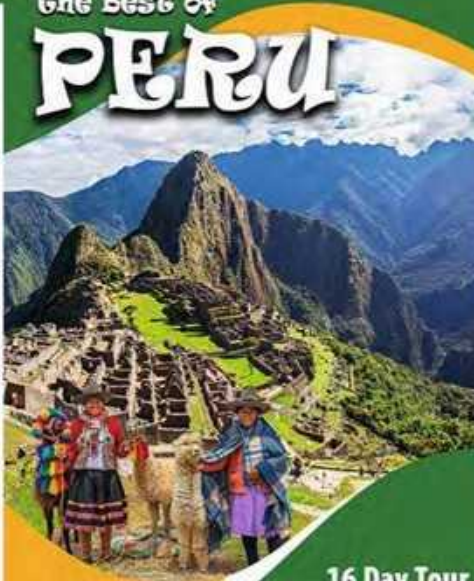




# AMAZING ROAD JOURNEYS

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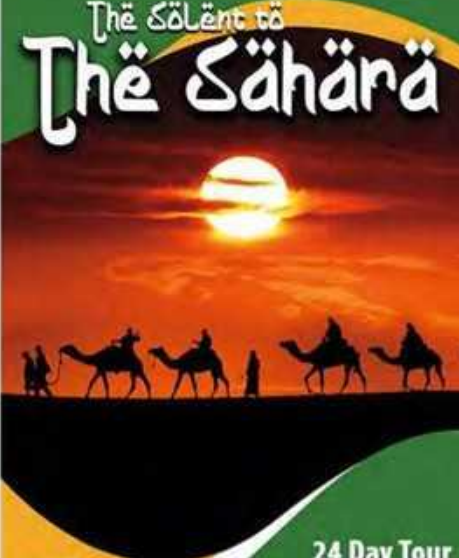
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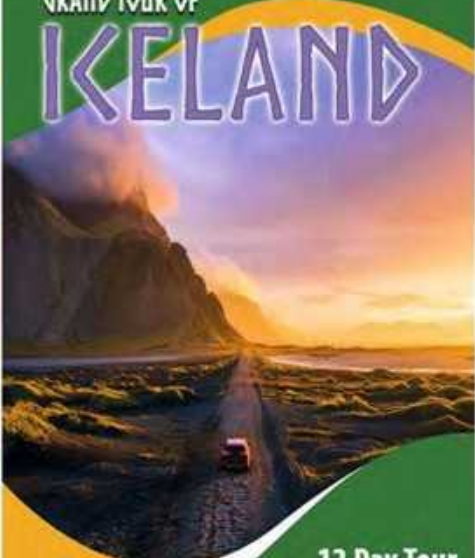
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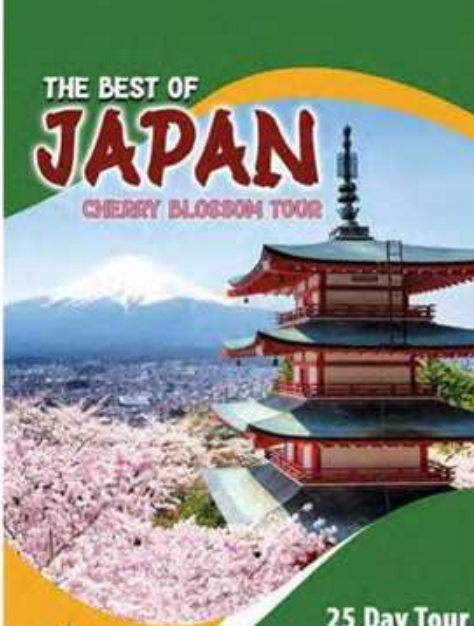
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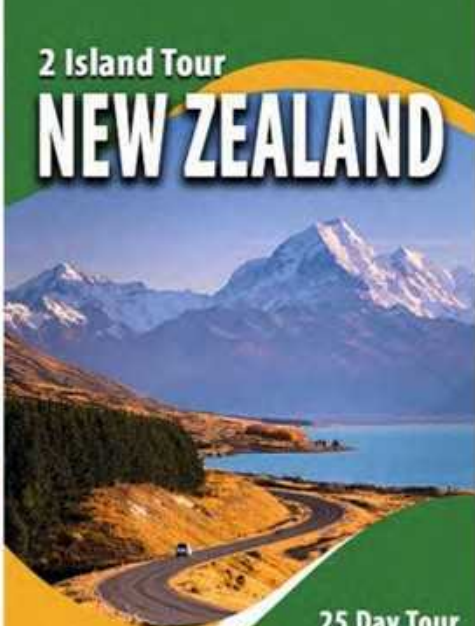
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All dates and prices were correct at the time of going to press and are subject to alteration at the time of booking - see website for details*





Clockwise from main: XJ-S had been standing outside for some years; neat estate conversion; in familiar company



From top: front cabin is not too bad, at least at a glance; rear is in a worse state; Lynx Engineering's badge on the Jag's tail



## XJ-S WAGON ROLLS AGAIN

Dealer LBI Ltd of Worth Street, Philadelphia, USA, recently offered for sale a rare and unusual version of the Jaguar XJ-S (see p68). The Lynx Eventer was the brainchild of Guy Black and the team at Lynx Engineering, based in St Leonards, near Hastings. This sporting estate car was created for those who required a more sophisticated load-carrier, with sleek looks that cleverly concealed the fact that this was a conversion from a standard model.

Lynx allowed the customer to give the firm a new or secondhand donor XJ-S coupé, from which it produced a handbuilt Eventer in

around 14 weeks. A total of 67 were produced between 1982 and 2002.

Car number 13 is a pre-facelift Eventer conversion that was originally registered A589 SRH on 1 November 1983 to an owner based in Chandler's Ford, near Southampton. He used the car until September 1994, after which the second keeper continued to enjoy the car regularly, with the odometer ticking over 100,000 miles before the Jaguar was sold to its first owner in the USA in January 2000. Both previous keepers had kept diligent records of the car's maintenance, even asking Jaguar to supply extra

record pages for the service book.

The Eventer landed at the port of Newark in New Jersey on 25 February 2000. It appears to have covered little mileage since, with the odometer still showing 105,218 miles, and at some stage the rare shooting brake was abandoned in a field, still wearing the remains of its British numberplates.

It is thought that the owner was an expat Englishman who collected Jaguars and other British cars, and the Eventer was found alongside a pair of other Jags in a similarly dilapidated state. Despite needing a full restoration, the Eventer swiftly found a new home.





## A STUDEBAKER'S STORY

In 1926 a rural family living near Perth, Western Australia, bought a new Studebaker Standard 6 Duplex fitted with a Californian hardtop, which incorporated spring-loaded roll-up side windows. At that time the family members were apiarists and carried beehives around the state on a trailer behind the car. Now, nearly a century later, it has just found a new owner via classic car broker Paul Blank.

In 1947 the small town of Toodyay hosted a 'Round the Houses' street-race event, with the programme opening with an 'Old Crocks Race' for pre-1929 cars. The Studebaker was entered – and it won. "By 1967 it was well-worn, but still a beloved part of the family," says Paul. "After one last drive around the paddock on the farm – with the family's children on board – the car was backed into the shed, put up on stands and never touched again.

"Rather than being restored, it will be made to run but retaining its worn, rural look to become a mobile museum. The family could not be happier with the outcome."



From top: the Studebaker as stored in '67; the Californian hardtop was fitted from new; interior is tired but complete



## RARE TRIUMPH IS RIPE FOR REPAIR

The Triumph Motor Co was one of the first British manufacturers to bring out a series of newly designed cars post-war: the 1800 saloon and Roadster. The latter was created because boss Sir John Black wanted a sports car to compete with Jaguar, and it was unusual in seating three at the front on a bench seat, with an upholstered dicky seat for two behind with its own windscreen. This unusual rear set-up could be folded when not in use to give a smooth body line. Front-seat passengers had a fixed 'screen swept by three windscreen wipers – a first for a British car.

Alex Rawc recently acquired

a 1947 Triumph Roadster that had been lying unused for more than 50 years. In 1973 it passed its most recent MoT, but within a few months it had been taken off the road. The engine was removed and sent away for a rebore, but on its return it was dropped back into the car and nothing more was done. "It has remained stationary in a dry garage ever since," says Alex. "The bodywork is straight and doesn't show any signs of major rust. The engine turns and, surprisingly, the brakes were all free. The hood has no rips and will likely clean up well, but the car still needs a lot of restoration."

The Roadster, car number 552 and originally painted bronze, was registered LPC 591 in Surrey. The continuation logbook shows that in 1961 it was owned by a Harry Chaundy in Cheddar, Somerset, before being sold in 1968 to a near neighbour, Mr Tunstall, for £95. Three years later it was acquired by its most recent owner, who has since passed away. The car was described by his wife in 1971 as in need of "a bit of doing up".



From top: the Roadster had been dry stored for 50 years; as found by Alex; body and hood are in good order







The long-stored Merlin, last used in the 1960s, will undergo an 'oily rag' rebuild if it doesn't sell

## LIFE OF RILEY CARRIES ON

After nine years in production, the Monaco name was dropped by Riley to be replaced by the Merlin. This model was fitted with a Briggs-built steel saloon body on a 12/4 chassis with the 9hp engine. One example, first registered CGY 656 – a London County Council number – in 1936, has been out of commission for many years and is now looking for a new home.

"I bought it locally around five years ago with the good intention of restoring it," explains owner Peter Barnett-Hunt, "but my Austin-Healey 3000 restoration took me seven years, and my wife and I now need a rest from hours of garage time, so have decided to sell the Riley. I got it from a chap who had a Riley Special and some other cars kept under tarpaulins. My family prefer the Merlin to many of my cars, and they are keen that I restore it mechanically but leave the rest in 'oily rag' state. If it doesn't sell, I may well do this.

"The chassis plate is missing and there is no V5, but the chassis number is clearly stamped and visible, so it should be possible to get it registered again with the help of the Riley Register. Sadly, I do not have much history, although I was told that it was last on the road in the early 1960s." Perhaps it was a victim of the new MoT test, which had just been brought in. Email [barnettthunt@btinternet.com](mailto:barnettthunt@btinternet.com)



## NEW PROJECT IS SPECIAL SINGER

After the success of the Singer Nine in the Rudge Cup at the 1932 Le Mans 24 Hours, the following year the firm introduced a sportier version, appropriately named the Le Mans. One of its main features was a dropped frame, which lowered the car's centre of gravity, and there were some engine and gearbox modifications to boost its top speed. For 1935, a Le Mans Special Speed model was added, with a larger fuel tank and further engine tweaks, including a Swiss Scintilla vertical magneto.

Keith Ashworth recently joined the Singer Owners' Club after buying a Special Speed. WS 2581 was registered in January 1935, making it a very early version. It was sold through Singer agent Ritchies in Edinburgh to HJ Stuart. His exploits in MGs are recorded, yet the Singer's only competition appearance that the club can trace was in the 1936 Bo'ness hillclimb. Its history from then until 1960 is unknown.

In that year it was taxed by Fred French of Sheffield, but it has been in storage ever since. It was bought unseen by Keith, who was looking for a project – and he has certainly got one! He is pressing on with the restoration and is keen to fill in gaps in its history. If you can help, email [keithashworth@me.com](mailto:keithashworth@me.com)



## MORE TROUBLE THAN IT'S WORTH?

A 1984 Morgan 4/4 with a Ford CVH engine has emerged recently from storage in the West Country. It had been unused for around 10 years and needed work, so the owner asked specialist Melvyn Rutter for advice. The car was collected and assessed, and when a repaint and retrim were added to the expected costs of the mechanical work needed, the owner was advised that it would outweigh the value of the car. In the end he agreed that the best way forward was to part-exchange the Morgan for a newer model, and he bought a 6000-mile 1993 Plus 4.



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Left: ex-GPO Mini van is in excellent condition and with original paint. Below: 11 ALK is quite a rare GPO survivor



were found to be a bit small for GPO use, however, and did not find favour – often being driven by area managers rather than engineers, who tended to prefer larger, Morris Minor-based vans.

Chris Spennewyn

from Hertfordshire has recently retrieved an ultra-rare GPO Mini Van from long-term storage in Essex. Registered 11 ALK, it was first used around east London. "It was originally registered to the GPO in September 1960, but retired from service and was sold at a GPO auction in 1975 for £75," says Chris. "It appears that the van has been in storage since that time, with all of the paintwork still original and no rust."

No history came with the van, but it looks as if it may have been intended as family transport because there was an old bus seat in the back. According to the Post Office Vehicle Club, only two others are known to have survived.

## GPO VAN IS A MINI GEM

Alec Issigonis' Mini was launched in August 1959, and shortly after the car version a van derivative arrived that was popular with small businesses. Quite a lot were sold for private use, too: buyers were not put off by having only two seats, no rear side windows and a speed limit of 40mph, because the lack of Purchase Tax meant a low price of entry. Many of these vans were used as everyday transport, often with an old sofa or a pair of seats retrofitted in the back.

One organisation that was quick to adopt the Morris Mini Van was the General Post Office (GPO). Its vans were painted Bronze Green with a Light Straw interior and a black floor. They



## MOKE DO AND MEND

Lucy Mellor grew up in a Mini Moke-owning family, and on her wedding day in 1982 her mother spotted another when she went into Cheltenham for some last-minute shopping. "She returned home with a new hat and an agreement to buy the Moke," recalls Lucy.

The Moke had previously belonged to the Hinton family, which had stores in north-east England, and Lucy made many trips to London in it. "Driving it on the A40 in blustery conditions, mother's treasured Christmas decorations were blown across the carriageway," she recalls. "Another time, shreds of the roof were flying off in a storm. By the time my father arrived at his destination there was little of it left."

For the past 30 years the car has been on the Channel Island of Alderney, one of six Mokes on the isle, and the sea air has done it no favours. Her parents were going to dispose of the car, but Lucy felt that it should be saved. "I thought it would be a simple job to get it back on the road," she admits. "How naïve could I be? A year later I have discovered it needs some serious money spent on it and a lot of loving tender care." Lucy has joined the Mini Moke Club and is determined to restore it, so a new body has been acquired.

## Look familiar?

Want to track down a lost love or looking for history on your current classic? Send details and pictures to the p3 address or email requests to [alastair.clements@haymarket.com](mailto:alastair.clements@haymarket.com)

### GHOST HUNTING

Kooverji Gamadia would love to learn more about the Rolls-Royce Silver Ghost his grandfather ordered new in 1920, chassis number 91AG. The car was delivered to Bombay in 1921, wearing Park Ward coachwork to body number 1588. It was later sold to a business family in Bombay and disappeared. Email [kooverjigamadia@gmail.com](mailto:kooverjigamadia@gmail.com)



### NINE LIVES OF AN MGB

At the Beaulieu Autojumble in September, Peter Ciesielski acquired a 1971 MGB GT, UUO 622J. He describes it as "solid underneath, but cosmetically challenged" and now plans to recommission it as a running restoration. It came with no documents, but the V5 records nine previous owners. Peter hopes one of them will get in touch and help him fill in the gaps in its history. Email [peter.ciesielski@kemptoncarr.co.uk](mailto:peter.ciesielski@kemptoncarr.co.uk)

### ROVER'S RETURN

Peter Fishbourne was given a '64 Rover 95 by his grandfather in the late 1970s and wonders what happened to it. Originally registered in Belgium, the left-hand-drive Rover was finished in single-tone grey and driven back across Europe by Peter then imported to the UK, where it was registered ANF 826T. "I used the car for a while then sold it for £600," says Peter. "I remember three gentlemen coming round and going over the car really quite comprehensively." Email [aguamontanha@mail.telepac.pt](mailto:aguamontanha@mail.telepac.pt)



### MICHAEL WARE

Former curator of the National Motor Museum, Beaulieu. Send submissions to [waremichael29@gmail.com](mailto:waremichael29@gmail.com)



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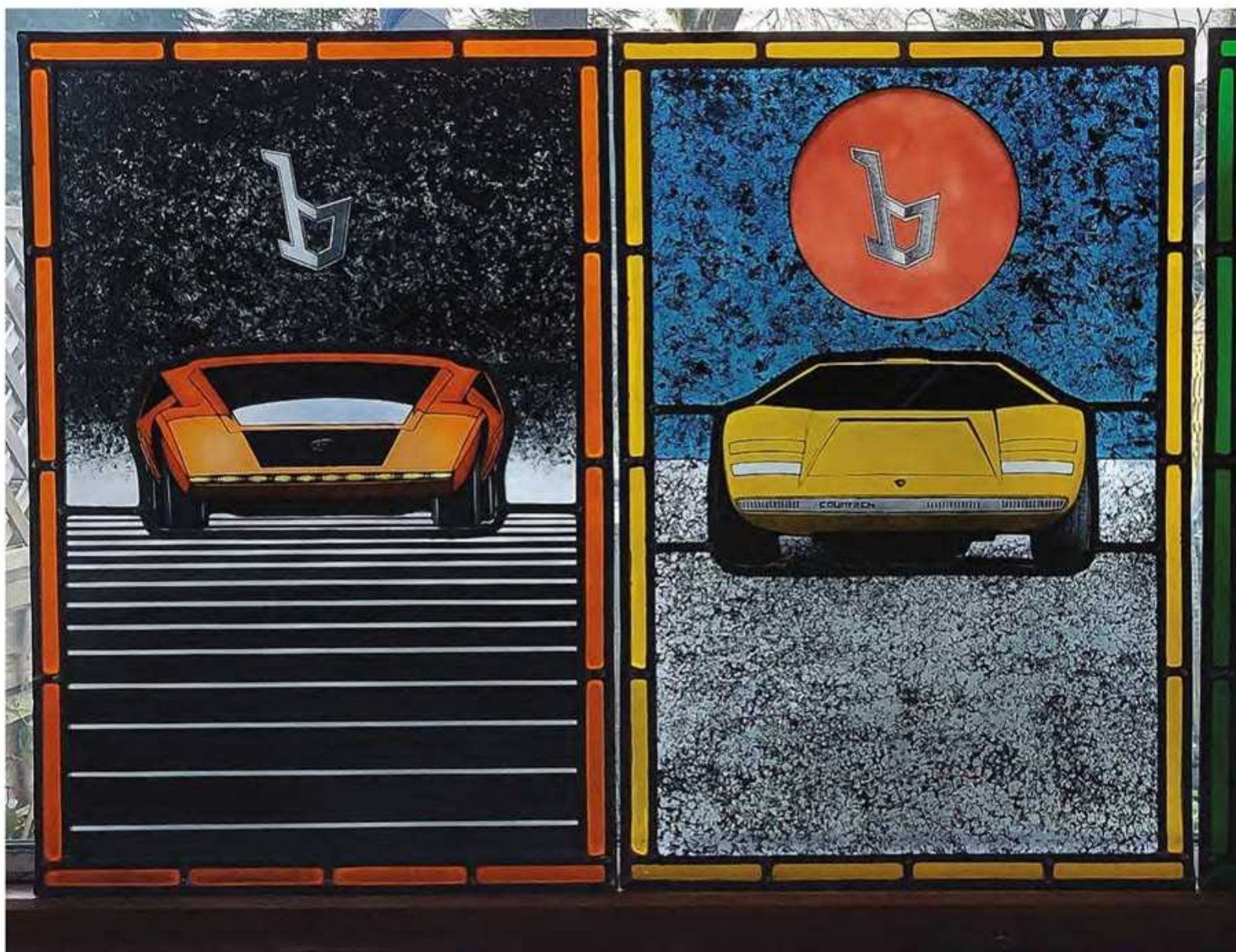
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Clockwise from above:  
wedding scene centres  
on smooth lines of the  
Citroën DS Décapotable;  
explosive Lamborghini  
Countach rendering;  
elegant Bugatti Royale







Clockwise from main:  
angular outlines of  
Bertone's wedge show  
cars lend themselves to  
stained-glass medium;  
Stratos window *in situ*;  
De Lorean DMC-12

# DAVID BEATTIE

**This craftsman-cum-mechanic blends his two great loves to make stained-glass renderings of classic motors**

Combining the ancient craft of stained glass with a passion for classic cars is Scottish artist David Beattie's mission. So far his largest work is a 3ft x 4ft design featuring the Bugatti Type 41 Royale Coupé Napoleon, but his vibrant and original creations cover all eras. "From Edwardian machines to classic supercars, my automotive interests are wide-ranging," he says. "It's fun to match a period design style to each era of subject."

David says his interest in art started young: "I've always felt wired to draw, but Dad wasn't sure about the prospects of me going to art school. Stained glass fascinated

school in his van, watching the road through the rusty floor. He loved old-school materials and, thanks to his work in demolition, he was always bringing interesting things home. As a youngster, I was intrigued by a Victorian glass panel he'd saved from a church."

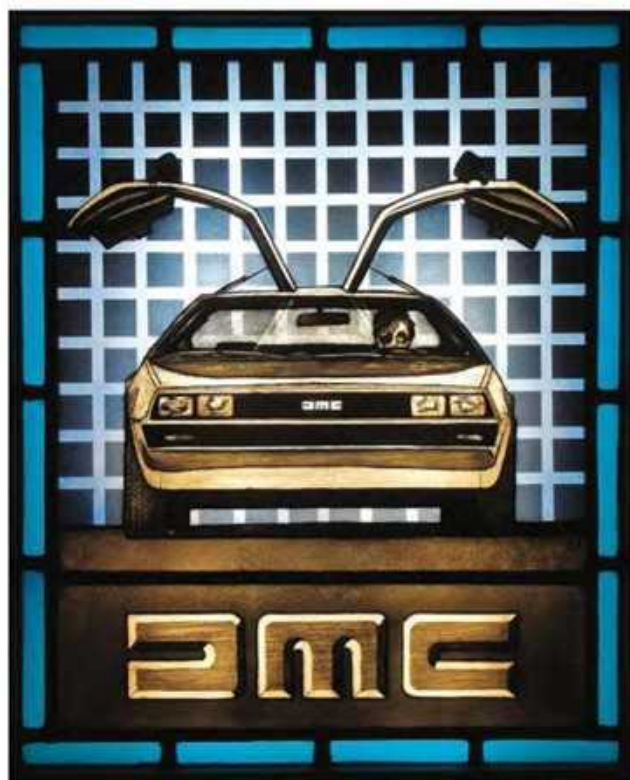
Living close to Duns, David has always wanted to do a piece for the Jim Clark Motorsport Museum. "There is a long tradition of windows featuring religious subjects, but rarely motoring," he says. "A panel to honour our local racing legend would inspire me."

"Everyone talks about Glencoe, but the nearby Yarrow Road from Moffat to Selkirk is spectacular. Seeing local collector Alisdair Lockhart testing his Vauxhall Prince Henry there was special."

The craft of stained glass is a lengthy process that requires multiple high-temperature firings for each colour and density of tone. David explains: "On a good day, I will have 12 firings of up to 600°C. Very occasionally a piece can explode, which is frustrating, particularly because glass is now getting very expensive."

David is also a professional mechanic and has owned a variety of cars, from a pre-war Wolseley to a classic Volkswagen. "I loved my 1956 VW Beetle," he smiles. "I drove it to Germany twice, but had to sell it to fund a new kiln. My dream car would be a 1958 Citroën DS; the combination of pure artistry and engineering is remarkable. Flaminio Bertoni and André Lefèvre are design heroes. I also love Voisins, which will one day feature in my work." MW

Follow [davidbeat84](#) on Instagram or email [stain-glassart@outlook.com](mailto:stain-glassart@outlook.com)

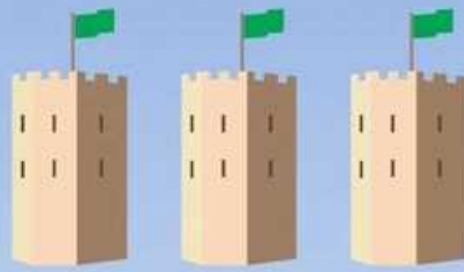


me from an early age, and after doing a two-day course in 2011 with specialist Brian Waugh I was hooked. He taught me how to fire glass and really motivated my ideas. I've also worked in a glass factory to learn more."

There's no clear artistic family link, but David has always been surrounded by interesting objects. "My mother had a great eye for form, while my dad was rather more mechanically minded," he continues. "Dad always owned Minis, and I remember trips to



# A PERFECT START TO SUMMER



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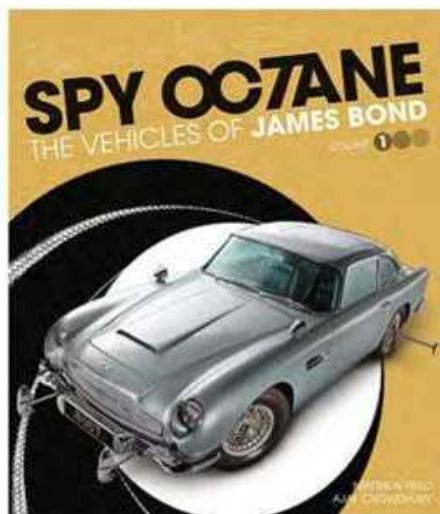
EVENT PARTNERS







## Book of the month



*'A favourite element is the "Where are they now?" panels, where the authors attempt to track down the automotive A-listers'*

### SPY OCTANE: THE VEHICLES OF JAMES BOND

Let's be fair, this is a well-trodden path – most recently walked by Jason Barlow's excellent *Bond Cars: The Definitive History* (Book of the month, January 2021). While this latest – timed to coincide with the 60th birthday of the most famous Bond car of all, *Goldfinger's* Aston Martin DB5 – can't compete with Barlow's £30 bargain price-tag, for detail it's remarkable. At a thumping 416 pages it's 20% fatter, and this is only Volume 1.

That will come as no surprise to anyone who has read and enjoyed co-author Matthew Field's award-winning *The Italian Job* tribute, *The Self Preservation Society* (Books, August 2019). For this new project he has linked up with fellow 007 enthusiast and expert Ajay Chowdhury, with whom he has previously collaborated on Bond books, to produce an exhaustive analysis of every vehicle from the longest-running movie franchise. And I mean every vehicle: not just cars, but also an autogyro, a lunar buggy, a dragon tank, trains, helicopters, boats, submarines and more.

The authors kick off with a biography of Bond creator Ian Fleming and an analysis of his motoring passions, before moving on to a film-by-film record – which for Volume 1 covers from *Dr No* to *Diamonds are Forever*. Each gets a brief outline of

the story and the background to production, including a look behind the scenes of filming and profiles of key crewmembers, with plenty of interviews and insider detail. There is then a profile of each star car; some get more space than others, ranging from a couple of pages to dozens, with the most dedicated to the DB5 including the blueprints for its gadgetry superbly reproduced over a spread. Each chapter ends with a round-up of incidental vehicles under the 'Wings, Wheels, Water' headline, but my favourite elements are the 'Where are they now?' panels, in which the authors have attempted to track down as many of the automotive A-listers as they can. In some cases there was more than one example used for filming – such as the four Fairey powerboats for *From Russia With Love*, or the various hero, stunt and publicity DB5s – and each gets its life story told, including the *Thunderball* 'Disco Volante' hydrofoil that was later turned into a houseboat.

The depth of the research is staggering at times, yet this is never a heavy read and has been written and laid out to make it delightfully accessible – ideal if your kids love Bond, too. Former C&SC art editor Martin Port has done a wonderful job to make the most of the 1000-plus featured images – including movie stills, publicity photographs, magazine covers, production sketches and documents, newspaper cuttings, candid behind-the-scenes snaps and even family photos of the cars in use after filming – and his efforts are complemented by quality reproduction.

It feels very early to be talking about books of the year, but it's hard to believe this masterwork won't be there or thereabouts come the end of 2025. I'm just sad I've got to wait for my favourite Bond car to arrive in Volume 2... **AC**  
**£99** Matthew Field & Ajay Chowdhury, Porter Press International. ISBN 9781913089856



### Morgan Three-Wheeler

Stephen Clark reveals his obsession with Malvernian tripods across 96 pages in this book. Nerdy little facts abound, as does the author's passion. Starting

with the founding of Morgan, the book details every three-wheeler and finishes with a section on these models in motorsport (a surprisingly long chapter). The modern reincarnations are covered in much the same way, particularly entertainingly in the engines section, where the Ford listings jump from a 23bhp 1930s sidevalve to a 118bhp 2014 twin-cam three-cylinder. The compact size of this Amberley title feels the right length for a niche story, and the imagery is good if not spectacular. **CC**  
**£15.99** Stephen Clark, Amberley. ISBN 9781398118119

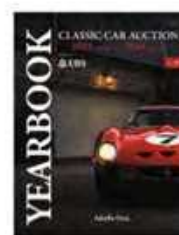


### Bentley Mark VI & R-type

Martin Bennett relates the development and special coachwork of Bentley's post-war mainstay over 350 pages, including the Continentals and related

Rolls-Royce Silver Dawn. The main feature is the fascinating range of bespoke bodies, and, as ever with Dalton Watson, it is handsomely printed with a wealth of contemporary press photos. A comprehensive, 80-page appendix covers owners' handbooks, specifications and a chassis table of coachbuilders. The author does a thorough job, but a few details of owners' experiences when commissioning bodywork would have added some colour. **MW**

**£115** Martin Bennett, Dalton Watson. ISBN 9781854433190

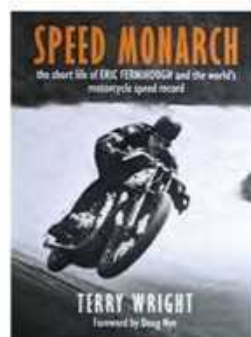


### Classic Car Auction Yearbook

"Do you realise what a marvellous opportunity it is to drive a Ferrari 250GT California LWB for the

price of a Koennigsegg with a few options?" opines Artcurial's Matthieu Lamoure in this year's auction annual. Other observations in the preface join editor Adolfo Orsi's huge data analysis of sales from 1 September 2023 to 31 August 2024. As ever, it's a numbers feast for the curious: insight into the current buyer's market includes sale rates (down 3% to 70%), the rise of online auctions and post-2000 cars, plus sold lots from \$100k rather than its previous \$200k. **AM**  
**€100** Adolfo Orsi, *Historica Selecta*. ISBN 9788896232163





## Speed Monarch

Tall, bespectacled Cambridge graduate Eric Fernihough was an unlikely speed hero, but he clearly had the 'right stuff' coursing through his veins as this superb biography relates. Although 'Ferni' made his name on two wheels, he also raced a Morgan-JAP three-wheeler. With its body removed, this spartan machine dominated in sprints, hillclimbs and speed challenges, often with his brave girlfriend Kathleen Butler alongside.

As well as owning sports cars including an Invicta Low Chassis and Railton Sports, he competed with an MG K3 and had plans to race his newly acquired Riley when he returned from a final record attempt in Hungary. The story of that ill-fated 1938 venture is complemented by travel photos taken on the long trip in a Ford V8 woodie with his streamlined Brough Superior squeezed in the back. Sadly, on the Gyón straight at 180mph his 'bike veered into a ditch with fatal results.

This beautifully presented book is a splendid tribute to Ferni and his valiant rivals, and a must-read for anyone fascinated by fantastic pre-war machinery, Brooklands history or record-breaking. **MW £85** Terry Wright, Loose Fillings. ISBN 9780645932706



## Alfa Romeo Sprint Speciale

Patrick Dasse continues to expand his remarkable series on post-war Alfas with this 12th edition focusing on the Sprint Speciale. The two-volume 600-pager follows the previous format with a wealth of historic photographs, including previously unpublished gems from the factory archive. Elegantly designed and superbly printed, it covers every aspect from pre-production influences to the debut of Franco Scaglione's GT marvel in October 1957 at the Turin Salon. Conceived primarily for competition, this Bertone-built beauty looked more like a show car and was eventually upstaged by the more functional Sprint Zagato.

Extensive captions highlight the photos, including detail changes during the model's gestation and the dramatic 1959 launch at Monza, when 24 red-and-white Sprint Speciales lined the famous pitlane.

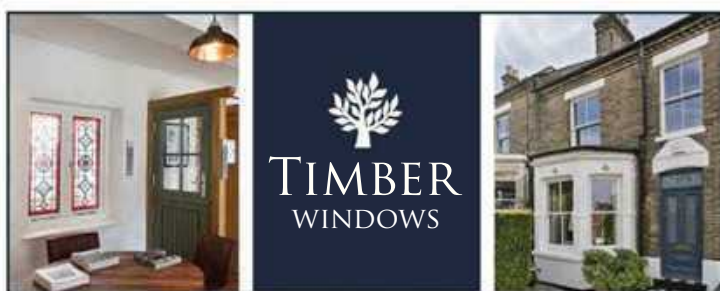
Book two was intended to cover just the tuned 'Muso Basso' version, but Dasse uncovered so many evocative racing shots of standard cars that he couldn't resist expanding the chassis log. This includes the London Motor Show car, 086, later raced by Peter Bolton. **MW £169** Patrick Dasse, Dingwort Verlag. ISBN 9783871660559



## Prodrive: 40 Years of Success

Both dedicated motorsport fans and commuters who regularly travel on the M40 will recognise Prodrive. The latter group might not know what it does, but the 120,000sq ft Banbury facility – decorated with a huge logo and overlooking the busy link between London and Birmingham – is a symbol of the company's success over the past four decades.

Ian Wagstaff's 192-page, manufacturer-backed title explores that history far beyond its association with Subaru and Colin McRae, although the Scottish ace's exploits are related in rich detail. An introduction to how Prodrive came to be is followed by a year-by-year narrative that covers everything from its first win to its latest road-car projects. Other defining moments – including the firm's involvement in Formula One and endurance racing – are all documented in more detail in the second half of the book. It's a great read for those who want to learn more about this British success story. **RS £40** Ian Wagstaff, Porter Press International. ISBN 9781913089047



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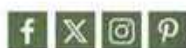
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## Model of the month



### AMILCAR C6

Esval Models, 1:43, £115.99

Founded by two American collectors, Esval Models has produced an inspired range of previously little-covered subjects over the past 40 years. From Invicta Black Prince to Edsel Corsair Ambulance, these limited-edition resin models are made in China. Recent years have yielded a selection of Gallic coachbuilt beauties and the latest is the first-ever Amilcar C6 to be modelled. This supercharged twin-cam 1100cc jewel, designed by André Morel's team, achieved great success in *voiturette* events and Esval has done the compact racer proud. As always with this manufacturer, the build quality and detail are superb, with particularly impressive wheels and dashboard. Two versions have been released, based on restored survivors and including Keith Bowley's well-known red car. The second, a blue racer, features a spare wheel, a different exhaust, race numbers and a chromed grille. It would be great if Esval could add further competition versions including Morel's fantastic record car and the yellow MCO 1500 entered for the 1929 Indy 500.

## 1:18

- 1** Spark's 1931 Le Mans Mercedes-Benz SS, £169.99
- 2** Spark's Jackie Stewart 1971 British Grand Prix Tyrrell 003, £169.99
- 3** Solido's 1971 BMW 2002 turbo, £55.99
- 4** Norev's 1973 Alfa Romeo 2000 GTV, £99.99



## 1:43

- 5** Solido's 1993 Porsche 911 (993) Carrera RS Club Sport, £27.99
- 6** Matrix's 1978 Ferrari 512BB Straman Targa, £118.99
- 7** Norev's 1968 Simca 1100 GLS, £74.99
- 8** Matrix's 1958 Alfa Romeo 2000 Vignale, £118.99
- 9** Norev's 1980 Renault 5 Copa, £41.99
- 10** Tecnomodel's 1968 Brands Hatch BOAC 500 Ford P68, £119.99
- 11** Tecnomodel's 1963 Goodwood TT Aston Martin DP214, £109.99
- 12** IXO's 1976 Silverstone Six Hours BMW 3.5 CSL, £47.99
- 13** Tecnomodel's 1981 Silverstone Six Hours Ferrari 308GTB, £109.99



*Edited by Mick Walsh. Unless stated, all items are available from Diecast Legends (01483 407555; diecastlegends.com); 10% discount for orders from C&S readers quoting 'CS225'*





## Pick of the month

### TOOLING AROUND

JLR Classic has released two new, credit-card-sized steel multi-tools to keep their owners prepared for any situation. Both can be used as keyrings, and both feature conversion charts. The Jaguar-branded, spinner-shaped tool has seven functions: wire cutter, bottle opener, letter opener, flathead screwdriver, and 4mm, 6mm and 8mm spanners. The Defender-shaped tool, fittingly, is yet more practical, with nine functions: tyre-tread gauge, bottle opener, flathead screwdriver and spanner jaws in 5-10mm sizes. Each costs £15, and the Land-Rover tool is currently available in both red and black.

[jaguarlandroverclassic.com](http://jaguarlandroverclassic.com)



### Holding a candle

You likely wouldn't want a scented candle in your workshop, but you can now bring the workshop to your scented candles, at least in visual terms. Glow Smith has a range of automotive candles in the shape of brake discs, pistons, tyres and others for the car fan who appreciates some evening ambience. The pomegranate-scented grease tin pictured is £24.

[glowsmith.co.uk](http://glowsmith.co.uk)



### Floored genius

Houndstooth cloth is one of few ways in which Porsche likes to brighten up its sombre interiors. Polish trimming specialist Carbone is now offering floor mats in the pattern, fitting virtually any of the Stuttgart firm's models. It's an OEM-looking upgrade that's rarely offered by Porsche itself, and the pieces are tailor-made to the extent you need to specify not only the model, but also whether it's manual or auto. The quality looks good, but so it should at €355.28 (c£295) for four.

[carbone.pl](http://carbone.pl)



### Works air-con

Works MGBs and Austin-Healeys kept their drivers cool in period with roof hatches in their hardtops, and the MG Owners' Club has a limited stock of reproduction parts that can convert any hardtop to similar spec. It's far simpler and cheaper than fitting air conditioning, and it completes the rally-car look. Part V602 is £144.95.

[mgocspares.co.uk](http://mgocspares.co.uk)



## Tested this month



### SEALEY LED TWIST RECHARGEABLE INSPECTION LIGHT

This compact and lightweight inspection lamp, model LED401G, is a pleasant surprise because it punches well above its weight. It features two light sources: a 2W SMD LED work light that really is very bright indeed at 400 lumens, and a 1W SMD LED torch whose 100 lumens still makes it perfectly usable. It boasts a pair of magnets – one on the base and another on the rear – that are super-strong, too, leaving you with both hands free to work on your car. The light's ability to rotate through 360° means that it can always illuminate the area you need. And all of that for £29.94 RRP – or for a promotional price of £22.74 at the time of writing. It charges via the supplied USB-C cable. LP

[sealey.co.uk](http://sealey.co.uk)

9/10



### INVISIBLE GLASS CLEAN & REPEL WASHER FLUID ADDITIVE

This single-use windscreen-washer additive claims to do the same job as a water-repellent wax or spray. But rather than apply a treatment to your 'screen by hand, you simply pour into your washer-fluid reservoir and let the wipers do the work. It's helpful at this time of year, when every trip leaves your car with a film of wintry road grime. Squeeze in the 48ml mixture and mix with a bottle of screenwash, or until your reservoir is full. The concentrated liquid is pre-measured, so there's no need for guesswork. A before-and-after test revealed that a spurt of water collected in little beads and ran off the 'screen more quickly than before. It's £6.95 online and, depending on your choice of screenwash, it's a more affordable option than pre-mixed rivals. RS

[invisibleglass.com](http://invisibleglass.com)

9/10



## A classic year ahead

You may have got the *Classic & Sports Car* 2025 Calendar with our January issue, but if you missed out, or want another to give to a family member or friend, you can get the best classic car photography from a year of *C&SC* for £7.99. Featured cars include a Ferrari 250GT Lusso, Pagani Zonda, Jaguar E-type and many more. [magsdirect.co.uk](http://magsdirect.co.uk)



CB



## Easy(un)does it

Apart from the years of training and experience, one reason the pros are much faster than DiY mechanics is their impact wrenches. You're unlikely to run compressed air at home, so battery-powered tools such as the new Clarke CCIW160 are much more suitable. The 18V wrench is designed specifically for home mechanics, unlike bigger, pricier items in the Clarke range, and it weighs just 1.5kg. Max torque is 160Nm, and it spins up to 2200rpm. It comes with two batteries, a charger and a carry case, all for just £119.98.

[machinemart.co.uk](http://machinemart.co.uk)

## Retro racing Ts

Look no further for the impact of the Netflix series *Drive to Survive* than the fact that Hollister is now selling T-shirts with Williams Racing prints. Of interest to proper petrolheads, however, will be this retro item, depicting Nigel Mansell's Championship-winning 1992 FW14B. Printed on both sides, the back of the cream T-shirt, fittingly, shows the back of the car, and both images are in a suitably '90s colour palette. Now reduced to £9.99 (from £25), the 100% cotton T-shirts are available in six sizes. [hollisterco.com](http://hollisterco.com)



## LASER BATTERY & ALTERNATOR TESTER

This new battery tester from Laser (part no 8873) doesn't figure out anything a clued-up mechanic with a multimeter can't, but it does make it far simpler for amateurs such as me who file 'electricity' under the same heading as 'magic'. Attach the crocodile clip to an earth, then touch the positive probe on your battery's respective terminal, and it will tell you, via a labelled light, whether the battery condition is good, fair or poor. Turn the engine on and it will also tell you if your alternator is charging properly - or not. No settings, no readings to interpret: it couldn't be easier. At £19.51 it's a good tool for DiY-ers, and for speed of use the professionals might even find it useful. CC

[lasertools.co.uk](http://lasertools.co.uk)

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# Mick WALSH

**E**ver since I was a kid I've had a thing about Kurtis-Kraft. I'd visit a friend's house to hang out in his big brother's den, where there was always a pile of *Hot Rod* magazines. In one I spotted a low-slung cycle-winged roadster with toothy grille and outside exhaust: a 1955 Kurtis 500S owned by Sam Parriott, who drove it to NHRA drag races and regularly won titles.

Today, finding information about a mystery car takes seconds, but back then the only reference I could find about Frank Kurtis was of his legendary championship cars that dominated the Indy 500 through the 1950s. This son of a Croatian blacksmith produced an amazing range of machines, from three-quarter-scale midget racers to an 889mph rocket sled for US Air Force parachute tests. A copy of Ed Hitz's *The Kurtis-Kraft Story* later educated me on his rich life and advanced designs, including the first 'lay-down' Offy-powered roadsters that won at Indy in 1950, '51 and '53-'55. Kurtis is best remembered for his Offy midgets and glorious Indy racers, but it was his sports cars that captivated me.

In 1985, on my first trip to the Monterey Historic Races, I finally saw a 500S. After a pre-dawn rise on Sunday to visit Pebble Beach and see the remarkable Bugatti Royale set, I raced back to Laguna to watch the pre-'55, over-2600cc sports-racing cars. The amazing entry mixed early Ferraris, Astons and Allards with a wonderful group of American Specials including Stovebolt, Parkinson, Hagemann and Sutton, but it was an orange 500S driven by Duncan Emmons that I cheered on.

That evening I chatted with Duncan, and amazingly the organisers allowed him to take me for a ride around the track. Diving down the Corkscrew as the sun set over the high desert was a surreal moment I could never have imagined as a kid reading those *Hot Rod* mags.

The Kurtis was a revelation: the stiff ladder frame and live axles suspended by trailing arms and torsion bars all felt brilliantly balanced. Through the turns, the car's breeding at Indy was in another league compared with Allard's rival Clapham chargers. Years later I witnessed the racing return of Bill Stroppe in his original Mercury flathead-powered Kurtis 500, which regularly beat up Latin exotics.

The Kurtis 500S remained a dream car, and when mate Julian Balme and I went to Mexico

*'Diving down through the Corkscrew as the sun set was a surreal moment I could never have imagined as a kid'*

**From top: Colin Mullan (on left) and Kerry Horan ponder their next move while fitting glassfibre body to the Kurtis 500M; Mick in action in the 500S at Goodwood**



for the Carrera PanAmericana rerun, another 500S wowed us. Driven by John Ward, this continuation chassis was sanctioned by Frank Kurtis' son, Arlen, and dominated the event. In our near-stock Lincoln, we only saw the super-fast Kurtis at the start and finish of each day.

Later, various Kurtis 500S racers appeared in European events, including Australian pal Kerry Horan's maroon beauty. In the late '50s, He was wowed Down Under by American entrants who arrived for the winter racing series with Offy-engined Kurtis midgets. "They were beautiful and such a contrast to the home-grown Ford- and Holden-powered racers," says Kerry. "Running on methanol they were like something from outer space."

He has since restored some fantastic Kurtis campaigners, including an ex-Bob Tattersall midget he saw race and sat in as a kid. When the Goodwood Festival of Speed featured a Carrera PanAmericana class, Kerry invited me to share his 500S, and following Julian's Lincoln down to the start was a serendipity moment.

Amazingly, there's now a Kurtis being rebuilt just a few miles from my home, because Kerry has enlisted ace mechanic Colin Mullan to restore a 500M, the last of Frank Kurtis' sports cars. Funded by Robert McCullough, who built its glassfibre body, only 18 examples of this rare car were made. With mighty 5.8-litre Chrysler Hemi power, it promises to be a rocket ride.







MANAGEMENT

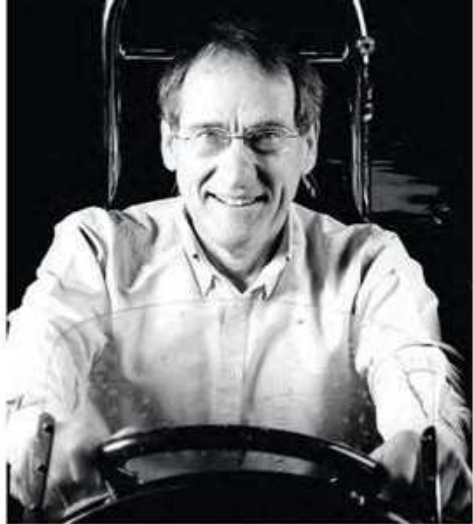


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# Simon TAYLOR

**N**eil Trundle has worked in motorsport for more than 60 years. He was spannerman for a lineage of greats from Jack Brabham to Ayrton Senna, and built cars that triumphed in Formula One, ran at Indy and won their class at Le Mans. He travelled pretty much everywhere and knew pretty much everyone, and he is also a superb storyteller. Now he's writing a book about it all, including no doubt the tale of a certain race at Crystal Palace.

While Neil was working at Brabham in 1970, an ambitious fellow mechanic called Ron Dennis suggested they go off and do their own thing. With lots of optimism and no money they launched a Formula Two team. They called it Rondel Racing.

They begged a new chassis from Brabham, agreeing to pay for it at the end of the year. An introduction via Ron's girlfriend got a shipping tycoon to guarantee an overdraft for the rest. They borrowed an old farm shed for a workshop, hosing it down to get rid of years of cow dung. To save on rent, both slept at Ron's parents' little terraced house. Australian Tim Schenken came on board as the driver, and then Graham Hill decided he wanted to do F2. Fielding a double World Champion would bring in some good start money, so a second chassis was picked up on the same basis as the first. Ron and Neil built and ran both cars alone, with no help.

Hill came second in the first 1971 round at Hockenheim, and won the second at Thruxton. Then came Bank Holiday Monday at the little track around the park at London's Crystal Palace, with practice on Saturday. On Friday night Ron – then, as ever, passionate about perfect turnout – fretted about stone-chips on the cars' immaculate blue livery and insisted on a repaint. Without sleep, the job got done just in time to set off at 5am for the track.

Practice was hit by an unforeseen drama: a burst water main suddenly turned part of the track into a lake. Several drivers crashed into the sleepers, including Hill, whose chassis was badly bent. At once Ron set off for Brabham in his third-hand E-type (cheap in those days) to plead for another chassis frame.

Neil returned to the workshop, unloaded the straight car and the bent one, and drove to Brabham to collect all the new bits. But Ron, returning through Wandsworth, fell asleep at

*'Ron went through the windscreen. Surgeons managed to save his sight by removing glass splinters from his eyes'*

the wheel and hit a lamp-post head-on. He went through the E-type's windscreen and was badly injured. His face was unrecognisable, with much of his scalp torn off. Surgeons at Roehampton Hospital saved his sight by removing glass splinters from the surface of his eyes. He remained in hospital for many weeks.

Undaunted, Neil toiled through Sunday in the shed. By 4am on Monday, Hill's new car was built. Back at Crystal Palace it handled perfectly until, cruelly, it dropped out with a broken fuel metering belt. But Schenken finished a fine second behind Emerson Fittipaldi, and 0.8 secs ahead of that year's F2 star, Ronnie Peterson.

Rondel Racing ran for two more seasons before Ron's ambition propelled him ever onwards. By 1980 he was boss of McLaren. Neil moved to Tyrrell, then ran his own F3 team. In 1985 Ron persuaded him to join McLaren, where he was chief mechanic during Senna's reign. After 35 years there he retired four years ago, but he has kept his pass to the building.

Ron's face still shows scars from the accident. Struggling to run that tiny F2 team helped to stoke the fire that took McLaren to the top of F1 and turned it into an important supercar maker. It also made Sir Ronald Dennis CBE a multi-millionaire. As for Neil, he can look back on those three exhausting Rondel seasons as part of a hectic and multi-faceted career, which is going to make a great book.



Left: Neil Trundle today. Below: Hill pressing on at Crystal Palace in his new Brabham BT36, which was built up in 24 sleepless hours



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# Martin BUCKLEY

**A**fter failing to complete the London to Brighton Veteran Car Run in 2022, I decided to have another go in November with my long-time pal Pete Wood. This ex-C&SC staffer is the chief architect of many old-car-related scrapes and adventures: an evening when we persuaded a Soho exotic dancer to try the luggage area of a MkX Jag for size is among the more printable.

Having gone on to bigger and better things, he has achieved his goal of owning a veteran with a 1903 Cadillac Runabout and embraced the lifestyle. I got a taste two years ago, but, with good weather and a reliable car, it seemed worth revisiting. It repaid my curiosity tenfold: I don't think I have attended a better old-car event or been a part of anything so uplifting.

Liaising before dawn at Lancaster Gate, it was also a good excuse to give my full-length 'Herr Flick' leather coat a rare outing. Part of the fascination with these cars is the variety of makes and models, shapes and sizes; the differing approaches to even basic concepts (modes of steering and seating positions, for instance); and the fact that, for the most part, I know bugger-all about them. Expecting a sea of grey, I was surprised by how many relative youngsters there were among the drivers, too.

One of this year's star cars was a fearsome, 16.2-litre Fiat Grand Prix car fielded by the Museo Nazionale dell'Automobile in Turin and driven by a natty gent doing a fair impression of Tony Curtis in *The Great Race*, complete with a beefy young sidekick to operate the manual fuel pump and do battle with the starting handle. Said to be good for an easy ton, this monster spat flames from its open headers.

Once under way, and happy to sit in the rear, I began to get a sense of what 6.5hp, two gears and little in the way of brakes means on 2024 roads. High up in this game but vibratory single-cylinder horseless carriage, even 28mph feels exciting. It takes half a day to do what is a two-hour trip in a modern, but there is never a dull moment and the time passes quickly.

If this is *Wacky Races* made real, then Pete is a benign Dick Dastardly. In every sense he rose to the occasion and the appreciative crowds, showing a panache and bravado behind the wheel I have rarely witnessed before as we swept up Park Lane, down The Mall and into the badlands of South London. Driving the Cadillac is all about maintaining momentum,

*'It repaid my curiosity tenfold: I don't think I've done a better old-car event or been a part of anything so uplifting'*

**From top: Backfire, suitably clad, rides shotgun aboard the Cadillac Runabout; veterans trundle down Constitution Hill from the Wellington Arch**



because the successful traversing of even quite modest inclines is not guaranteed. That means making overtaking opportunities where your passengers might fail to see any, in an event that is definitely not a race but can feel like one at times. Your heart gets a workout at first, but you soon abandon yourself to fate: who needs the safety of nightly death-by-box-set when you can feel truly alive doing something like this?

In Brixton and beyond I was surprised by the willingness of moderns to give way and amazed by the flag-waving spectators. I've never seen so many happy people: standing on pavements, in pub gardens or camped out on their own front lawns. All to show their appreciation for these ancient, chugging, smelly vehicles as they toot, hoot and rattle their way to Brighton in the world's oldest old-car event.

As our one-lunger propelled us into Sussex, hitting a heady 32mph down one hill, we were the moving element of a huge car show, with the byways lined by pre- and post-war classics of all persuasions. Four-up, Pete's Cadillac took Hammer Hill in its stride and we arrived on Madeira Drive at 2:30pm, still buzzing and in one piece. It gave me a tingle down the spine, and I might even admit to my eyes pricking with tears at being part of this celebration of British eccentricity. *Genevieve* is one of my favourite films, and the feel and flavour of it is still very much alive on this special Sunday.



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## Letter of the month



Hot Fiesta was inspired by Gary Kohs' love for Austin-Healeys in racing

### PUTTING THE FAST INTO FORDS

I enjoyed the feature on the obscure Healey Fiesta created by Gary Kohs of Marketing Corporation of America (October). Gary was a visionary 'ideas guy' in the 1970s and '80s, primarily aligned with Ford Motor Company in Michigan and dedicated to creating fast Fords when performance was forgotten in the firm's playbook.

Gary's penchant for hype began in his college years at Notre Dame, when he planned a campus car show that became legendary. He penned a letter to Zora Arkus-Duntov asking for a racing Corvette as the centrepiece, and Duntov responded by sending the first Grand Sport – typical Gary!

The Healey Fiesta was inspired by his love of racing, particularly with British sports cars such as the Austin-Healey. In the wake of the end of Ford's 'Total Performance' in 1972, the Fiesta was a good starting point. Assembly and bodywork were most likely handled by Bob Fehan and Ron Fournier, the latter best known

for building the innovative Coyote, successful in IndyCar from 1974-'78.

The '78 debut of the Fox-platform Mustang attracted Gary's attention. He built the M81 McLaren Mustang initially fielded as an IMSA race car; 17 street versions were constructed, six in the Bittersweet Orange closely matched to McLaren race cars.



From top: IMSA McLaren Mustang M81; Zakspeed Capri-based Miller Mustang

The genesis of the re-entry of FoMoCo in US racing began with Joe Corey, dealer promotions manager. Joe contacted me in 1977, based on a letter I wrote seeking assistance in developing new scale kits of Ford vehicles for Monogram Models. It was known that miniatures of new vehicles had a positive effect on sales, and during late 1979 I was in meetings with Joe and Gary about developing a Mustang-based racer.

Initial interest focused on the IMSA GTO class, with entries based on production body assemblies – much like '70s Trans-Am Mustangs. In time, these morphed into the Bob Riley-designed GTO Mustangs, which made their debut in 1982 with 302cu in engines based on Bud Moore Engineering Trans-Am motors. They proved successful.

During a 1980 meeting in Joe's office in the Renaissance Center in Detroit, Gary pushed a new Tamiya kit of the Zakspeed Capri across the table and suggested replacing the Capri body with one based on the '79 Mustang. Aware of the Monogram 1:24-scale Mustang kits, he asked if it was possible to create a mock-up of an IMSA Mustang. A quick check revealed that adding the Zakspeed Capri front airdam, front and rear fenders, and rear fascia would be fairly easy. The 1:24 prototype was created by Al Onken in the model shop and presented to Joe. It served as a three-dimensional sales tool for the development of the first GTX Mustang, using a new body over an existing Capri Turbo. With funding from Ford Dealer Promotion and the Miller Brewing Co, the Miller Mustang took an amazing second on its debut at Road Atlanta on 12 April 1981.



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Gary went on to form Fine Art Models, with awesome replicas of WW2 aircraft, steam locomotives and a one-off of the ill-fated M/V Edmund Fitzgerald. He died in 2017, and never lost his zest for ideas.

**Bob Johnson**  
Holland, Michigan, USA

### Swede dreams

I've recently rediscovered the joy of a C&SC hard-copy subscription. Rather less so Martin Buckley's assessment of Saab owners (*Deals on wheels*, November).

Yes, I am one (right). I realise that someone writing in about it was probably one of the reasons he wrote it, but it felt the wrong side of the fine line that divides dry humour from moaning.

And so I've written in. To defend Saab owners. Like all marques, there are people who love Saabs and then there are people who just

like open-top motoring or a daily driver that is a bit different. Or being comfortable on a long drive. In other words, a diaspora of people can like one thing. That is what makes car culture so joyful.

Many in the Saab diaspora are among the most enthusiastic and interesting owners I've met in any marque world. They value unusual, quirky and distinctive cars that are as clever as they are entertaining.

I love Martin's work, it's one of the main reasons why I buy C&SC. We share an interest in the dark backwaters of motoring, and he's



entitled to his opinion. But I'm not sure that vilifying a single marque, in a piece that felt a bit more sarky than sarcastic, is really doing anyone any favours.

There, I've said it. We can all go back to our lives now. Thanks, in all other respects, for a great and engaging read.

**Graham Eason**  
Via email

*Apologies to the (many) Saab fans who were offended by Martin's comments. We will be sure to counteract them with a more celebratory feature soon... Ed*



## Pedant of the month

Pedant of the month wins a C&S baseball cap. Send your observations to [alastair.clements@haymarket.com](mailto:alastair.clements@haymarket.com)

I don't wish to be pedantic – hah! – but in your Goodwood Revival 'Beach buggies on parade' panel (*News special*, November), you described the participants of the flypast as 'the usual Spitfire plus a P-41 Thunderbolt and P-51 Mustang'. Surely that should be P-47 Thunderbolt?

As an aside, the P-47 Thunderbolt was built around the huge Pratt & Whitney R-2800 Double Wasp engine; as a result, its fuselage was so deep that pilots of less bulky fighters claimed that evasive action for a Thunderbolt pilot consisted of running up and down inside the fuselage, dodging the bullets.

**Bob Campbell**



## Comments & clarifications

Regarding John MacLay's letter (October), I think he means John Gott, not John Goff. John Gott was for many years BMC Competitions Team Leader.

**John Harris**

As I'm sure you are aware, Seattle, Oregon and California are situated on the US West Coast, and are not 'eastern states' as suggested in your Horch story (October).

**Bryan Caldwell**

In November's Koenigsegg and Pagani 'hypercar showdown' you suggest that the Porsche Carrera GT has a paddle-shift 'box. This is incorrect: the CGT was a six-speed manual, its only break from convention being a ceramic-composite clutch – and a balsa gearknob fitted in homage to the 917.

**Chris Hak**

## Luton reinvention

I liked 'Restyles with substance' (November). Panther was so refreshing, with not a care for the 'me too' styling we saw (and still do) across a manufacturer's range. From the bold J72, via Morganesque Lima/Kalista and bonkers DeVille, to the mini-Rolls Rio and ultra-modern Solo, it was the most diverse manufacturer we've ever known – albeit hardly known.

As a former Vauxhall apprentice, I recall the factory area where HC floorpans were marshalled, ready for shipping for the Lima. Among other Vauxhall/Panther liaisons was the stunning Equus from the 1978 Motor Show, on a Magnum floorpan, as well as a few 150bhp turbo Limas – and dropping the same unit into several Chevettas, which were lauded by the press. I had a last-of-the-line 1982 Lima Series 4 (below) for many years: to my mind, it was the ultimate HC, and followed my often-underrated Magnum 2300 and Droopsnoot Sports Hatch (which I still own).

Contrary to your story, all Limas bar a few S1 autos left the factory with a single Stromberg and the Vauxhall four-speed 'box, so any with twin carbs and Getrag or ZFs have been retrofitted from an HS Chevette, VX4/90 or HP Firenza. Similarly, overdrive can be fitted from a Victor or VX4/90, and Ford Type 9 swaps were also popular.



As stated, the rarer S2 used its own ladder chassis and, but for an increase in weight and a low-compression slant-four, was all the better – with a lovely walnut dash and Smiths dials replacing a kit-car-like Magnum dash. The chassis (shared with the Kallista) was needed after the death of the Magnum; the low-compression motor was due to Vauxhall ending car-engine production, leaving only the CF van specification.

You suggest it couldn't exist now, but the Panther name ended up within SsangYong, so why not? SAIC relaunched MG from China, so what about a SsangYong (now KGM) alternative to the Cyberster, with a modern-cum-retro take using the Panther brand?

**Martin Green**  
Warwickshire



## Driving music

Your article on the Pontiac GTO (December) stirred my memory. In the 1960s I was very much into cars, music and pop culture, and when the 'surf sound' reached the UK I eagerly plugged into it, because it featured many tracks that brought cars into the music.

When the muscle cars were dicing on Woodward Avenue, Pontiac was rumoured to have bankrolled a pop group called Ronnie and the Daytonas to help promote the new model – quite a few of the lyrics of *G.T.O.* leant heavily on the car's specification sheet mentioned in your story. I have a copy of the record that appears to back up the theory.

It would have tapped into the young American buyers' market, although I don't think the single was a commercial success.

The Rip Chords was a UK group that featured many auto-related songs on its *Hey Little Cobra* LP of 1963 – I have a copy of that, too.

The Beach Boys are probably better known in the UK. They also embraced the muscle-car trend, and posed with two of them on the album *Shut Down Volume 2*: one is a Corvette Sting Ray, the other looks suspiciously like a GTO. I'm not sure if this was an early form of product placement, or just the group choosing influential vehicles of the period.

**Rod Wilkins**  
Newton Abbot, Devon

## Underrated great

I enjoyed the article on Honda Civics and the accompanying piece on the American Honda Collection (November) – this era was a high point for Honda in my opinion. My first Honda was a new Accord Aerodeck EXi three-door, bought unseen from the NAAFI in Germany for DM29,100. I collected it from the docks in Hamburg in July 1986. It was rather a good car, featuring a 1955cc 12-valve engine.

At that time Japanese cars were still treated with some suspicion, but it soon won approval from my colleagues. I had swapped into it from an Alfaud 1.5TiX, having had a 1979 'Sud and an '81 Giulietta 1.8, bought on two years' interest-free credit – before they rusted!

I had to keep the Aerodeck for two years upon my return to the UK, but a few months later I was back in Germany on a six-month attachment and bought a Honda Prelude 2.0i 4WS in May 1989 for DM36,144 (£11,366). It was just as well I still had the Accord (below), because the following summer

I rolled the Prelude over a fence in France, having hit fresh gravel on a bend in the rain. It was a write-off and I exchanged the Aerodeck for another Prelude.

The Aerodeck appears to have been forgotten, but it was a good two-door with fine styling that hasn't dated much – better-looking than a Scimitar GTE, I think.

**Humphrey Britton-Johnson**  
Ledbury, Hertfordshire



## Mr Nice Guy

How wonderful to read your interview with Howden Ganley (December). I've long considered Howden (above) to be one of the most underrated drivers and engineers in motor racing. As a boy my hero was Bruce McLaren, so it seemed natural to follow the career of his one-time employee and protégé. I remember Howden and Peter Gethin battling at Castle Combe in F5000 McLaren M10Bs – a wonderful sight and sound.

I consider Howden's book *The*





*Road to Monaco* to be one of the best motorsport autobiographies, and I have read a lot! My copy is one of my prized possessions, and I am so pleased that Howden signed it for me when we had a chat at Shelsley Walsh earlier in 2024 as he unveiled the Peter Collins memorial.

Incidentally, I think the image of Howden and Bruce together at Riverside in 1966 is when they were testing the M2B F1 prototype with the destroyed Ford Indy V8 engine, rather than a Can-Am car.

**Peter Richings**

*Via email*

## Industrial giants

'The Feminine Touch' (November) was a delightful article. Harley Earl's impact on not only US auto makers, but on the industry worldwide cannot be understated. For those who haven't read the excellent automotive biography *Fins: Harley Earl, the Rise of General Motors, and the Glory Days of Detroit* by William Knoedelseder, you are in for an extremely interesting and engaging treat.

However, I'd like to point out an error regarding Henry Ford II (below). He was the son of Edsel Ford and the grandson of marque founder Henry Ford I. Edsel was Henry I's only child and they had a tumultuous relationship until his untimely death from stomach cancer in May of 1943 at the age of just 50. Edsel's passing, along with his father Henry I's worsening senility, helped to precipitate the leadership crisis at Ford at that critical time of WW2.

**Chas Blackford**

*Sonoma, California, USA*



## Lotus' unsung hero

I appreciated the story on the Lotus Elite (December). Not many people know that it was mainly designed by Brian Cunningham – I have the original technical drawings that he drew at Lotus in 1969, but he was frustrated by the lack of development and later moved to Marcos, which wanted to move into the 2+2 market. The

Marcos Mantis (below) was called the M70, with a fuel-injected TR6 engine and gearbox with overdrive on second, third and fourth. Only 32 cars were built before the firm crashed, but all sold immediately and were not the cause of its downfall, which was due to a batch of cars stranded in America.

Brian also worked at Hawker Aircraft and was part of the team that designed the swivel nozzles and wing-tip puffers for the 1121, 1127 and Kestrel that led to the Harrier jump-jet. He designed the Duet microlight and the Leopard executive jet, examples of which are displayed at Midland Air Museum and Bournemouth Aviation Museum. He worked at Lotus as a senior designer on the Elan +2 and Europa, but he also worked at Gilbern Cars, designed trailers and even patented his own fishing reel – an amazing talent.

**Mike Andrews**

*Marcos Owners' Club*



## Young at heart

I enjoyed Martin Buckley's piece about the journey of a determined young man and a great-looking B1 Talbot 105 (July). I can imagine the emotion when Charlie Elliot's mum found out what he'd spent a borrowed £30,000 on.

His journey reminded me of my own, on a smaller scale, when I dragged a 1940 Chevrolet Special Deluxe out of a Pennsylvania barn as my first old-car project after graduating from college. I was living in an apartment with my mum and no garage. She was stunned that I would spend my first earnings on a car that didn't run, in deplorable condition.

Like Charlie, I enlisted the help of local experts for the proper way to go about recommissioning it. I had a good friend I had met through the Chevrolet club who had restored older vehicles and rebuilt Volkswagen Bug engines as a sideline. I was able to get the car roadworthy in a little over a year, working on it in my spare time.

Charlie's inspiring story is a fine example of youth taking the horns of a truly monumental project and being rewarded with not only an invitation to Pebble Beach, but also a wonderful automobile.

**Tom Day**

*Cincinnati, Ohio, USA*



IN THE MARCH ISSUE\*

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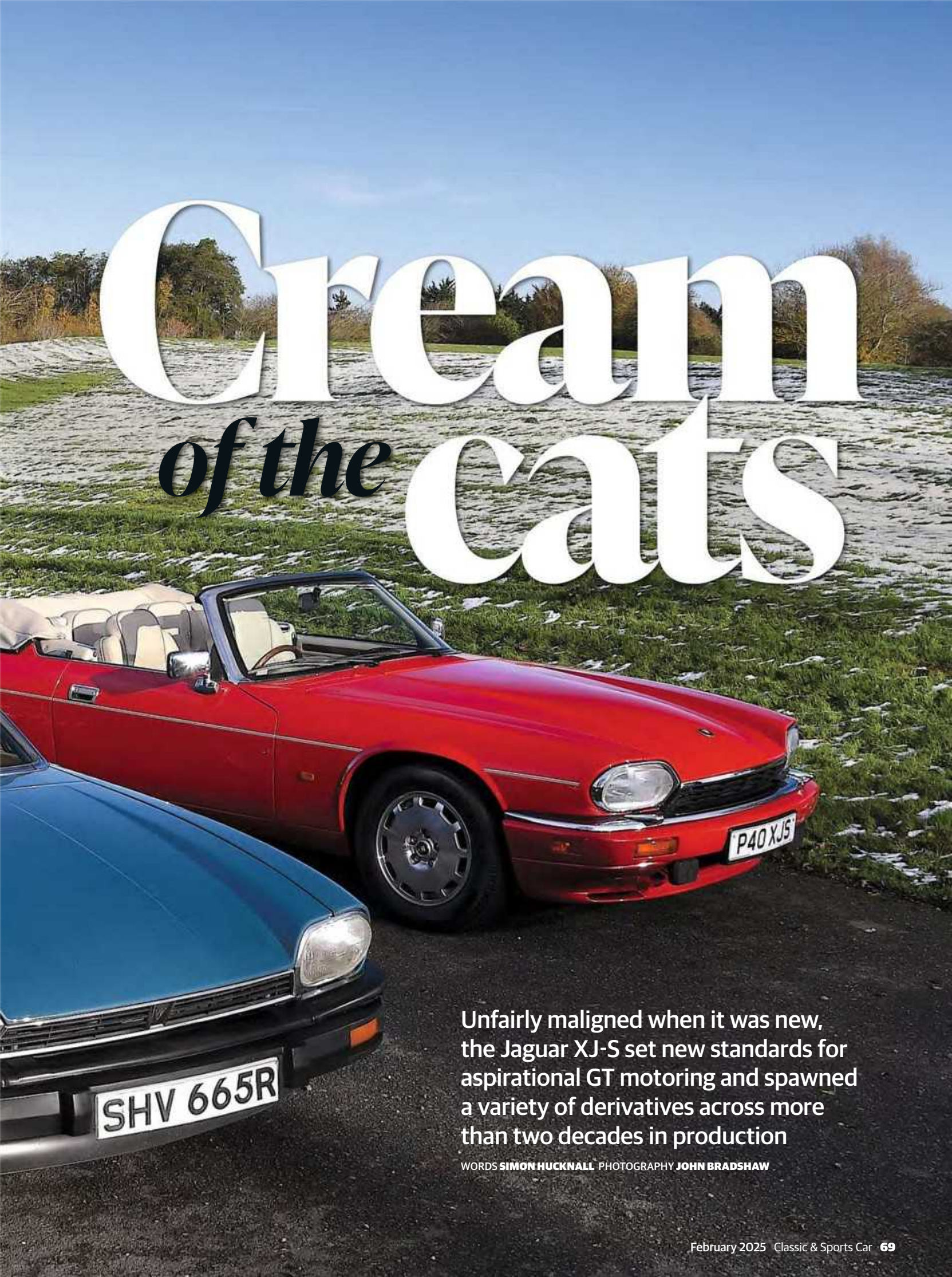
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# Cream *of the* cats

Unfairly maligned when it was new, the Jaguar XJ-S set new standards for aspirational GT motoring and spawned a variety of derivatives across more than two decades in production

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **JOHN BRADSHAW**



*'The XJ-S shape has grown into the 21st century surprisingly well: the long bonnet and sweeping buttresses still look rakish'*



Clockwise from above left: XJ-S rolls when pushed; refined V12; black inserts soften thick buttresses; some scratchy trim in cabin; panel fit isn't great; cool Kent alloys

The Jaguar XJ-S was about as emblematic of the decade into which it was launched 50 years ago as any new car has had a right to be. The near-300bhp, V12-powered 2+2 GT was an automotive rite of passage into a '70s jet-set lifestyle that spoke of high-speed blasts across continents, valet parking at Riviera hotels and limitless five-star refills guaranteed by gold credit cards. Even its sales brochure conjured the potential of an impossibly glamorous existence, littered as it was with French-registered marketing cars and beautiful models shot against dreamy Mediterranean sunsets. It all created the image of a new car that, Jaguar would have you believe, was your passport to a life less ordinary.

Thoughts of an E-type replacement had first taken shape in 1966, when Jaguar's perennial design genius, Malcolm Sayer, started work on

a variety of proposals, with the first submitted in 1968 for a front-engined, rear-wheel-drive, fixed-head 2+2 coupé. The decision to move away from an open-top successor to the E-type had been partially driven by murmurings in America that convertibles might be banned in the wake of new Federal safety regulations (although that never materialised). But there was also a growing appetite for fast, luxurious GTs, with Aston Martin, Ferrari and Mercedes-Benz all working on new models that would ultimately beat the XJ-S to market.

Fortunately, Browns Lane already had a world-class basis for its new GT, with Project XJ27 drawing heavily from the underpinnings of the recently launched and much-admired XJ6 saloon. So while it was no surprise that Sayer's design was wider-bodied and wider-tracked than the E-type, the inclusion of what would become the model's trademark cue – its distinctive rear buttresses – raised eyebrows

from the start. Driven by function, not form, Sayer determined that the design was essential to manage the airflow over the car's rear-three-quarter section effectively – a vital goal if the new Jaguar was to remain stable at speeds exceeding 150mph. Tragically, though, Sayer would never see the XJ-S through to production after his untimely death in 1970.

With the final design still unresolved, an in-house styling team, headed by Doug Thorpe, picked up the reins. The change of leadership brought a raft of significant revisions to Sayer's original proposal, including a shallower grille framed by single rather than twin headlights; more prominent tail-lights; and larger quarter-vents at the rear, finished in black in an effort to de-emphasise the prominent buttresses (which Thorpe apparently disliked). It certainly compromised Sayer's original proposed look, but at least retained the essence of his design.

What was not compromised, however, was



the choice of the new model's powertrain. The genesis of Jaguar's first V12 went back to the 1950s, with a quad-overhead-cam unit designed by Claude Baily powering the shelved XJ13 of the following decade. A revised cylinder-head design with single overhead cams for each bank, by Walter Hassan and Harry Mundy, along with an increase in capacity to 5343cc, made the now all-aluminium engine ready for production, first appearing in the 1971 Series 3 E-type, and then in the XJ12 the following year. As fitted to the XJ-S, it gained Lucas-Bosch fuel injection and produced 285bhp at 5800rpm. Drive was sent to the rear wheels through either a three-speed Borg-Warner automatic or a manual four-speed gearbox, each via a Salisbury Powr-Lok limited-slip differential.

Michael Quinn owns the very smart and original Squadron Blue 1977 Series 1 coupé you see here, and it has covered little more than 34,000 miles from new. The XJ-S is closer to

Michael's heart than most, because it was his grandfather – and Jaguar founder – Sir William Lyons who remained a consultant throughout the car's development, even after he retired in 1972. "I remember him coming over for lunch one weekend in the 'new Jaguar', several months before its launch," Michael recalls. "He had some pride in it, but moaned about the US-legislation bumpers they'd been forced to fit. He would have had chrome bumpers."

After the XJ-S launch at the Frankfurt show in September 1975, *Autocar* put the new model's polarising looks into perspective: 'Opinions may differ over how good-looking the XJ-S body is. [But] of its effectiveness as a means of carrying two people, plus two smaller people behind, in safety at speed, and insulating them from bumps and noise, there is no doubt.'

Half a century on, that's largely borne out. Save the rather ugly bumpers (Sir William was right), the shape has, if anything, grown into

the 21st century surprisingly well: the long bonnet and overhangs, sweeping buttresses and half-moon rear window still look rakish and daring. The cabin, though, appears less so. A rather unsporting, thin-rimmed steering wheel faces you, behind which is a square binnacle containing two main clocks, novel 'rotating drum' secondary dials, and – count them – 19 warning lights. A right-hand indicator stalk was unique to this early-series model, as was the preponderance of rather scratchy black vinyl trim that was thankfully upgraded to leather in later cars.

Out on the road, this auto XJ-S (the manual option was deleted in 1979, after 352 cars were produced) feels fleet and surefooted. With the long bonnet stretching exuberantly before you, it wafts along at pace, dismissing languidly any road imperfections yet staying generally composed. The steering remains light at speed – perhaps too light – but is actually relatively

Clockwise from below left: XJ-SC is less supple; 'C' for Cabriolet; buttresses replaced by fabric hood; roof panels stow in the boot; Starfish alloys; 296bhp for HE V12





high-g geared and pleasingly communicative. Grip from this car's period-correct 205/70 15in Michelin XWXs is strong on dry surfaces: some body roll and pitch is evident when pushed, but it is well contained. Overall cabin refinement is excellent, as you'd expect, with only some wind noise at higher velocities and the not unpleasant timbre of the V12 when extended. That motor is peachy in its delivery, too, and still makes for lively acceleration (Jaguar quoted 7.5 secs for the 0-60mph sprint, with *Autocar* reducing this to 6.9 secs for its manual test car), although it needs to be worked enthusiastically for the best results. Braking performance – a common thread among all of the cars here – is strong and progressive.

While it cost a highly competitive £8900 at launch, even XJ-S buyers who fell for its showroom charms were less taken by its build quality. Chris Sturgess, chairman of Leicester-based Sturgess Motor Group, which sold the

model from new, recalls that electrical issues and variable paintwork finishes often blighted his customers' ownership experiences. "Body panel fit was never great, either," he laments. "And while the V12 was generally trouble-free, fuel leaks from the injection system were not unheard of." There was also the spectre of the V12's conspicuous fuel consumption, which only hovered around the mid-teens and was made worse by the recalcitrant and weighty Borg-Warner transmission.

By the end of the 1970s, these woes had conspired to hit XJ-S sales badly, not helped by persistent strike action across all of British Leyland's brands. Newly appointed BL chief Michael Edwardes placed John Egan in charge of Jaguar and tasked him with restoring product quality, the result of which was a near transformation of the XJ-S. The Borg-Warner 'box was replaced by a lighter, all-aluminium General Motors Turbo-Hydramatic 400 auto in

1977, followed by improvements to the fuel-injection system. The icing on the cake, though, came with the introduction of the HE (for High Efficiency) model in 1981. Using new, Michael May-designed high-swirl cylinder heads, which offered a boosted compression ratio (up to 12:1) while running a relatively lean mixture, the V12's fuel consumption was reduced by 12%. In addition, the HE gained all-leather trim and niceties such as burr-elm inserts around its cabin, along with wider wheels and revised suspension. Power rose to 296bhp and torque from 294lb ft to 318lb ft, with a commensurate fillip to performance. The sales result was immediate: in 1982, XJ-S production doubled to meet customer demand.

The car's renewed popularity begat a spate of new body and powertrain variants. Our selection encompasses three new body designs and an additional four engine specifications. First to join the range was the XJ-SC ('C' for

Clockwise from below left: estate is agile; elegant lines; Lynx built 67 examples; cabin unchanged bar three-spoke wheel; 3.6-litre 'six' in this car; flat boot floor







**Clockwise from above left: Lister keeps its mass in check; cabin feels upmarket; neat spoiler, raucous exhaust; V12 makes 482bhp; purposeful profile; 17in split-rims**

Cabriolet), which, along with the revised coupé, was first to adopt the HE V12 (a new, 3.6-litre straight-six was also available, which we'll come to shortly). The SC was in effect a factory conversion: it retained the coupé's profile, with fixed cant rails and rear quarter-windows, but removed the buttresses and +2 rear seats to liberate space for a fabric roof to fold down from behind a central T-top. Two removable roof panels above the front seats could be stored in the boot to create a near-open cabin.

Dave Norris has owned his highly original, 74,000-mile example for 10 years and believes it's one of 2200 XJ-SCs that survive worldwide from a total six-year production of around 5000 cars. As the sole V12 HE representative here, it's instantly identifiable (apart from the obvious upper-body changes) by its wider 'Starfish' alloy wheels with 215-section rubber. Inside, while the basic cabin architecture is unchanged, save tweaks to instrument fonts

and a cleaner (though no less uninspiring) steering-wheel design, it's altogether more luxurious, with swathes of leather and wood lifting the tone. To drive, the XJ-S Cabriolet loses some of the coupé's ride suppleness, perhaps due to toughened suspension to compensate for its 200lb-plus of extra weight. But otherwise it's notable for the HE engine's improved mid-range urge and a feeling of effortlessness – although when extended, the coupé still feels like the quicker car.

The XJ-SC's arrival actually prompted the conception of our next derivative, the Lynx Eventer. Hastings-based Lynx had already been converting XJ-S coupés into 2+2 convertibles, but when Jaguar added the Cabriolet to its range the company was forced to develop an alternative conversion. In October 1983, the XJ-S-based Eventer estate appeared on Lynx's stand at the London Motorfair and immediately received press plaudits for not only its added

practicality but also its beautifully resolved lines, with the extended roofline eradicating the base car's controversial buttresses in one fell (and very graceful) swoop. Inside, there was a dramatically increased, 46cu ft, 6ft 2in-long, fully trimmed load area with the rear seats folded, accessed by a broad tailgate. The flat deck was created by raising the boot floor and repositioning the fuel tank; the rear suspension was also stiffened to cater for the potential of extra load-bearing duties. Each Eventer took 14 weeks to complete, with the conversion alone costing a mammoth £6950.

Michael Byng has owned his 1985 Opalescent Gold model for the past nine years, during which time it has been fully restored. It's a rare car for being one of only two out of a total 67 Eventers that Lynx produced with a 3.6-litre manual-overdrive powertrain (through its 16-year production life, the Eventer was also available with the 4-litre straight-six as well as





5.3- and 6-litre V12s). Make your own decision about the Eventer's styling, but to my eyes it's incredibly elegant and not at all "an upmarket Reliant Scimitar", to which John Egan likened it. Inside, there's more legroom for adult rear passengers, but apart from the Lynx's rather incongruous three-spoke steering wheel, the front cabin is par for the XJ-S course. The AJ6 engine – an all-new, all-alloy straight-six for the XJ-S range in 1983 – sounds slightly blue-collar at start-up, but becomes sweeter and more sonorous as the revs rise. The default five-speed manual Getrag 'box is relatively slick and quick to shift through its ratios, and while it obviously lacks the outright guts of the V12, this Eventer only feels as if it's trading 15-20% in performance terms. However, it is certainly the most agile car here, being keener to turn in and feeling lighter on its feet than the V12s.

Contrasts don't come any greater after the

***'The Convertible and coupé both received a major overhaul to make them match-fit for their final stint in the market'***

Eventer than Simon Spurrell's Mineral Blue 6-litre Lister MkIII, fresh from a 4000-hour, nut-and-bolt restoration. The original concept of a quasi-racer XJ-S came out of a discussion between C&SC's own Simon Taylor and '50s sports-racing legend Brian Lister. Frustrated with the performance of his new XJ-S, Simon asked: "Why don't you turn it into the car it should be and call it a Lister-Jaguar?" Enthused by the idea, Lister started to look for a partner

to bring the idea to fruition. Initially BLE Automotive was commissioned to perform the conversion work, but in the longer term well-known Jaguar racer Warren Pearce's WP Automotive was contracted, with the project managed by Pearce's son, Laurence. For around £15,000, Lister Cars took the standard 5.3-litre engine and increased its stroke from 70mm to 78mm for a displacement of 5955cc. The crankshaft was nitrided and rebalanced, and forged Cosworth pistons were fitted, while the cylinder head received different valves and steel followers, among a raft of other detail upgrades. A modified injection system, revised inlet manifolds and wider throttle bodies were also employed, contributing to an overall output of some 482bhp. More extreme variants followed, including a twin-supercharged 7-litre, but 'our' Lister received 17in split-rim alloy wheels, bumper and sill extensions, twin





Clockwise from left:  
Convertible is very refined;  
Aerosport alloys; 1994-on  
'six' featured coil-on-plug  
ignition; XJS interior quality  
took a big step up; facelift  
included new bumpers

## JAGUAR XJ-S V12

**Sold/number built** 1975-'81/61,209 (all V12s)

**Construction** steel monocoque

**Engine** all-alloy, sohc-per-bank 5343cc

60° V12, Lucas-Bosch fuel injection

**Max power** 285bhp @ 5800rpm

**Max torque** 294lb ft @ 3500rpm

**Transmission** Borg-Warner three-speed auto

or Jaguar four-speed manual, RWD via

Salisbury Powr-Lok limited-slip differential

**Suspension** independent, at **front** by semi-trailing wishbones, coil springs, telescopic dampers, anti-roll bar **rear** lower wishbones, driveshafts as upper links, radius arms, twin coil-over dampers

**Steering** power-assisted rack and pinion

**Brakes** vented discs, rears inboard, with servo

**Length** 15ft 2¾in (4870mm)

**Width** 5ft 10½in (1790mm)

**Height** 4ft 1in (1260mm)

**Wheelbase** 8ft 6in (2591mm)

**Weight** 3718lb (1686kg) **Mpg** 11-14

**0-60mph** 6.7 secs (auto 7.5 secs)

**Top speed** 153mph (auto 145mph)

**Price new** £8900 **Price now** £10-25,000

## JAGUAR XJ-SC HE

(where different from XJ-S)

**Sold/number built** 1983-'88/5014

**Max power** 296bhp @ 5500rpm

**Max torque** 318lb ft @ 3250rpm

**Transmission** GM Turbo-Hydramatic 400

**Height** 4ft 2in (1270mm)

**Weight** 3933lb (1784kg) **Mpg** 16

**0-60mph** 7.7 secs **Top speed** 140mph

**Price new** £27,215 (1985)

**Price now** £10-24,000

## LYNX EVENTER 3.6

(where different from XJ-S)

**Sold/number built** 1983-2002/67

**Engine** all-alloy, dohc, 24v 3590cc

straight-six, Lucas-Bosch digital fuel injection

**Max power** 225bhp @ 5300rpm

**Max torque** 240lb ft @ 4000rpm

**Transmission** Getrag five-speed manual

**Weight** 3549lb (1610kg, XJ-S 3.6)

**Mpg** 17.6 (XJ-S 3.6)

**0-60mph** 7.4 secs (XJ-S 3.6)

**Top speed** 141mph (XJ-S 3.6)

**Price new** £6950 (conversion only, 1983)

**Price now** £100,000

## LISTER-JAGUAR XJ-S 6.0 MkIII

(where different from XJ-S)

**Sold/number built** 1986-'94/c49

**Engine** all-alloy, sohc-per-bank 5955cc

60° V12, Lucas-Bosch fuel injection

**Max power** 482bhp @ 6250rpm (est)

**Max torque** 410lb ft @ 4000rpm (est)

**Transmission** Getrag five-speed manual

**Suspension:** **rear** twin Koni coil-over dampers

**Steering** re-valved power-assisted rack and pinion

**Brakes** vented discs, with six-piston front, four-piston rear AP Racing calipers

**Weight** 3747lb (1700kg, est)

**0-60mph** 5.6 secs (est)

**Top speed** 170mph (est)

**Price new** c£15,000 (conversion only, '86)

**Price now** £40-70,000

## JAGUAR XJS 4.0 CONVERTIBLE

(where different from XJ-S)

**Sold/number built** 1992-'96/n/a

**Engine** all-alloy, dohc, 24v 3980cc

straight-six, Lucas electronic fuel injection

**Max power** 223bhp @ 4750rpm

**Max torque** 278lb ft @ 3650rpm

**Transmission** ZF four-speed automatic

**Brakes** vented discs, rears outboard, with servo and ABS

**Length** 15ft 7in (4764mm)

**Width** 6ft 3in (1883mm)

**Height** 4ft 1in (1254mm)

**Wheelbase** 8ft 6in (2591mm)

**Weight** 3947lb (1790kg) **Mpg** 25 (est)

**0-60mph** 8.6 secs **Top speed** 138mph

**Price new** £41,270 **Price now** £25-50,000

headlights, and de-chromed window and front-grille surrounds. The suspension was lowered and stiffened all round, while the cabin gained a complete, Lister-branded retrim.

We hear the MkIII long before we see it: the TT exhaust – an AJ6 Engineering replica of Lister's original – emits a blood-curdling yowl as it approaches. The Lister body addenda is very much of its time, but the fit and finish are impeccable; inside, Lister's makeover gives the cabin a satisfyingly expensive ambience. On the road the Lister feels grown up and quite refined when you're not at full chat. The Getrag five-speed manual shift is a little notchy and rubbery, but the ratios are well chosen and the clutch is not too heavy. You can lean on the car through bends, too: the Lister belies its mass and handles with alacrity. The pumped-up V12's soundtrack is infectious, although the car tends to sound faster than it is: *Autocar* set

0-60mph in 5.6 secs with a 5.3-litre Lister in 1986 and, despite this car's larger capacity, its acceleration feels no more brisk than that.

All of which brings us to our final variant, the Convertible. Launched in 1988 to replace the SC, the new model had a fully folding electric roof and retained vestigial rear seats. But after just three years, as part of a substantial investment in the range by new owner Ford, the Convertible and coupé received a major overhaul (and lost the hyphen in their names), to make them match-fit for their final stint in the market. The V12's capacity was increased to 6 litres, while a new AJ16 4-litre straight-six replaced the 3.6-litre AJ6. Just as significant was a masterful redesign by the late Geoff Lawson: some of the original car's rougher edges were smoothed over (bumpers and bumpers, most noticeably) to yield a pleasingly fresh take on Sayer's original design.

The Jaguar Daimler Heritage Trust's 1996 4-litre Celebration Convertible is the very last such model to be built and, with just 6700 miles under its belt, it still feels box-fresh. There's a sea-change in cabin quality and a real uptick in ergonomic efficiency; quite simply, it's more user-friendly. You would never call the 4-litre Convertible quick, but it's a super-refined and stable delight to drive, and tactile enough at the helm to reward even press-on motorists.

There is no doubt that the XJ-S had already come of age by the mid-'80s, but it was also good to know that, after 21 years in the market, the XJS into which it morphed was still capable of fulfilling the fantasy lifestyle portrayed in those original sales brochures.

**Thanks to** XJS Club ([xjsclub.org](http://xjsclub.org)); Jaguar Daimler Heritage Trust ([jaguarheritage.com](http://jaguarheritage.com)); British Motor Museum ([britishmotormuseum.co.uk](http://britishmotormuseum.co.uk))





Bob Tullius took two Trans-Am titles in his Group 4 XJ-S V12. Right: Walkinshaw/Heyer/Percy Jaguar leads at Spa in 1984



# WEEKEND WARRIOR

The genteel image of the XJ-S and slow foreign sales were upended by unlikely – but hard-fought – racing success

WORDS **DAMIEN SMITH** PHOTOGRAPHY **GETTY/MOTORSPORT IMAGES/AUTOPICS**

**W**ithout the XJ-S, Jaguar would never have returned to Le Mans in the 1980s to score its cherished victories in 1988 and 1990. An unlikely racing car it might have been – if not as much as the unloved barge that was the Broadspeed XJ12C – but the XJ-S proved to be a gold-standard winner, both sides of the Atlantic. It's the crucial link between the D-types and the glorious XJRs of Group C lore.

Bob Tullius got the ball rolling Stateside. The Group 44 racer/tuner had campaigned Triumphs and MGs before British-born Jaguar USA marketing director Mike Dale approached him with an idea in 1974 – at a time when the manufacturer's motorsport relevance had dwindled to near-zero. Saddled with 6000 outdated E-types in the middle of a global oil crisis, Dale needed a good-news story. Tullius provided it. By the time he was done, Group 44's E-type V12 had scooped 12 wins from 17 races.

Dale reached out again two years later in the face of slow US sales for the XJ-S. So Tullius repeated his trick, this time stepping up to the Sports Car Club of America's Trans-Am Series to score back-to-back drivers' titles in 1977 and 1978 – much to the chagrin of the Chevrolet Corvette hordes.

Over here, while the Broadspeed XJCs were bombing out of European Touring Car races, a stocky Scot was quietly building an empire. In 1982, still smarting from the unhappy Broadspeed campaigns of 1976-'77, John Egan commissioned Tom Walkinshaw Racing to set the Jaguar record straight. Over three years, TWR revived the marque's motorsport standing in a manner unseen since the halcyon 1950s.

Its XJ-S was a force to be reckoned with from the off, with Walkinshaw and Chuck Nicholson winning four times in its first season, including the Tourist Trophy at Silverstone. Eggenberger Motorsport's BMW duo Umberto Grano and Helmut Kelleners beat Walkinshaw to the ETCC drivers' title, but among the new recruits for '83 was a rising ace from Norfolk who was busy







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Win Percy leading at Bathurst in 1985, but the TWR sister car of Hahne/Goss would win. Below: ETCC action at Donington in '82

putting the wind up Ayrton Senna in Formula Three. Walkinshaw was Martin Brundle's mentor. "That Jaguar XJ-S was a winning car, but it was an absolute monster to drive," says Martin. "It was quite unruly, but Tom was the boss of it. We used to smile a bit because Tom always had the best tyres, but wouldn't you if it was your own team? I certainly would."

But others struggled with their consciences when it came to driving for Walkinshaw. "Martin Brundle and I won at Donington Park, which was great," says John Fitzpatrick. "The team was terrific. A couple of weeks later we went to Mugello, and before I got in for practice a mechanic said, 'I'll just run through everything with you, John.' Part of the briefing was how to switch on and use the secret fuel tanks... We finished third in the race. I went to see Tom afterwards to tell him I wouldn't be able to do any more races and calmly explained why. I didn't feel happy because I was driving against my mates, such as Dieter Quester, and I knew that we were cheating, and I had never cheated knowingly. He was fine – no problem, no aggro, he understood 100%. He paid my contract in full, probably to keep me quiet. We parted on very good terms. I had no axe to grind."

Walkinshaw grudgingly lost out to Quester in the final reckoning, but in 1984, and by then running in full British Racing Green, the TWR Jags hit the spot. At the Zolder season finale, Walkinshaw claimed the third place he needed to be crowned European champion, but the highlight was at the Spa 24 Hours.

Win Percy, a TWR regular and three-time British Saloon Car Champion, was the linchpin. "In the night, the fog came down," he recalls. "Alan Hodge went up the hill to the top straight, and he would shine a torch across the track, which indicated the 200-metre mark. The fog wasn't constant, it would swirl. You couldn't tell from one moment to another whether it would be thick fog. Two of the leading BMWs crashed



into each other and we inherited the lead. They got going again but a few laps down. We were able to sustain that pace until the very end – apart from two punctures, one after the other."

The victory at Spa was delivered during the same week that Jaguar was freed from the shackles of British Leyland and floated into private ownership. "People say that race saved Jaguar," says Win with pride. "Lots of the staff have said that: 'You guys saved our jobs, our mortgages, the lot...' All of a sudden people were buying Jaguar cars again."

Buoyed by this success, Egan upped the ante by commissioning TWR to take over its nascent Le Mans ambitions. Once again, Tullius and Group 44 had led the way, but it was under Walkinshaw's stewardship that Jaguar really began to prowl. The XJ-S was pensioned off, while Tom stepped back from driving.

But there was an XJ-S postscript, and an important one. Australia's Great Race, the Bathurst 1000, had long been a Holy Grail for Walkinshaw. A failed clutch at the start embarrassed him in 1984, so a year later he pulled the XJ-S out of retirement for one last bid. Win was leading by a lap when an oil cooler split. Luckily, Armin Hahne and John Goss in a sister car picked up the pieces. "In Sydney the day after, people were queuing up to buy the cars that won Bathurst," says Win. "Win on Sunday, sell on Monday."

The XJ-S years were the apogee of Win's long life in motorsport. An unlikely racing car? Don't you believe it. "The XJ-S was different from any Touring Car I'd driven,"

he says. "The grunt and power were there, and it was wonderful. They started with 500bhp and by the end were up in the high fives. But you weren't allowed power steering or servo-assisted brakes: everything was the way Tom wanted it, which was as basic as it could be, and I agreed. You had to manhandle the car. Lots of people couldn't get on with the XJ-S. You had to get hold of it by the scruff of its neck and make it do what you wanted, instead of relaxing as you'd expect in long races. It certainly kept you fit. It was a lovely era of Touring Cars."









# Next stop, the Côte d'Azur

From a melted piston at Montlhéry to concours showstopper, this painstakingly restored Bugatti Type 57S by Corsica is on the road once again

WORDS **MICK WALSH** PHOTOGRAPHY **OLGUN KORDAL**



**A**s I open the cutaway door and slide on to the pristine ivory leather seat of the magnificent, concours-winning Bugatti Type 57S, this long-awaited drive evokes contrasting thoughts. Glancing at the gleaming piano-black dash, deep under the scuttle, with its array of Jaeger instruments including a 120mph speedometer, my imagination flashes back to Jack Barclay's Hanover Square showroom in March 1937, when first owner Robert Ropner saw his new Bugatti. It was fresh from coachbuilder Corsica, where a bespoke four-seater tourer body had been fitted to a special Type 57G racing chassis, and Ropner was all set for a first drive back to Thorp Perrow, his family's North Yorkshire home.

The 31-year-old had already owned a fine range of machinery, including a Bentley Speed Six Le Mans team car, but having traded a Mercedes-Benz 540K for the Molsheim supercar, he was keen to test its famed pace up the Great North Road. Ropner flung his city bowler hat on to the passenger seat and roared off for the 260-mile trip. As the Bugatti raced through North London, he could smell burning and spotted smoke rising from his bowler. Due to the closely fitted, racing-style undershields, the enclosed exhaust had heated the floor and roasted his hat.

Once the problem was sorted, Ropner blasted home to Yorkshire. The performance clearly impressed,

**Below, from top: as stored by Bill Turnbull, who started the restoration; Ropner family photos - here loading on to the Channel ferry - provided invaluable detail**



and back home the maps came out to plan a May road trip to the south of France with his wife, Dorothy. *En route* the Ropners stopped in Paris and, while Dorothy went shopping, Robert headed south to the Montlhéry circuit where, amazingly, he was permitted to test the Bugatti's performance. Wearing a suit and tie, he gunned the Type 57 to 100mph for two laps before returning to the pits to fold the 'screen down for second run. As the speedo's needle edged past 110mph, the engine started to falter with a misfire and back in the pits the raised bonnet revealed a melted piston.

How his wife reacted to the news that the Bugatti had blown up is not recorded, but the factory immediately agreed to collect 57503 for a full rebuild. Undeterred by the engine failure, Ropner returned to France in 1938 and enjoyed an extensive tour of the Côte d'Azur. Looking down the long, black bonnet to his bear mascot, it's easy to imagine the dramatic views the couple enjoyed while touring France before the war.

Fast-forward 80 years and I'm standing in a cramped home garage in Staffordshire looking at a part-stripped Bugatti (C&SC, December 2020), the very chassis that Ropner had blown up at Montlhéry. Evidence of a long and meticulous rebuild is clear on the workbenches, where straight-eight engine and steering components are scattered. The late owner, Bill Turnbull, never finished his dream machine but, thanks to former boss Lord Bamford and the work of top specialists, this great car now looks as dazzling as it did the

**The Ropner family gathers at Thorp Perrow to wave off Robert and wife Dorothy (centre) on their first trip to France**







Clockwise from main: perfectly set up, the Type 57S handles beautifully; rebuilt engine produces 140bhp; Bugatti's signature six tailpipes



Hours were put into shutlines with the original panels, and getting the ride height just so

day it was first seen at Jack Barclay's. Having spied the secret sleeping beauty in 2020, the transformation is remarkable, and I can't quite believe it's ready for a test drive.

Out on scenic Cotswolds roads, the Corsica T57S quickly feels like a thoroughbred. Thanks to the complex de Ram dampers, the chassis smooths out the bumps and feels firmly planted through the faster sweepers. Although initially heavy, the steering lightens with speed and the responsive action through the signature four-spoke, walnut-rimmed wheel is inspiring. Only the gearbox dates the car: the cranked gearlever works through a wide gate that initially feels slow, but, again, as revs and speeds increase, the change slots faster.

With no weighty supercharger and the much-drilled Le Mans chassis, together with a lighter, open body compared with the heavier Atalante coupés, the acceleration is impressive. The smooth power and meaty torque must have been staggering back in 1937, encouraging its first owner to roar past everything. The earlier, mechanical cable brakes would have been the only deterrent, when 5000rpm in top equals an astonishing 114mph. No wonder Ropner was tempted to the famous Paris autodrome to max his new acquisition.

*'This car looks dazzling. The transformation is remarkable, and I can't quite believe it's ready for a test drive'*

Owner Lord Bamford has always admired Bugatti design, but his interest started with Carlo Bugatti's furniture, which he collected with his wife, Carole. As a horse lover, Lady Bamford discovered the animal sculptures of Ettore's brother Rembrandt. "My favourite was the baboon, which I wish we still had," says Lord Bamford. "It was a remarkable family."

In 1974, while on honeymoon, Lord Bamford had the chance to buy his first Bugatti, the Atlantic 57591, from Barrie Price and couldn't resist. "It's very beautiful, but very hot and noisy, so wasn't much fun to drive," he says. "But I've always loved cars with great stories."

Lord Bamford has long worked closely with his engineering teams at JCB, where he came across Turnbull. "He was a talented Kiwi who enjoyed engineering and became deeply absorbed in his projects," he continues. "We'd talk about his Bugatti, but I never saw it because it was dismantled. He was a perfectionist and loved being in the workshop. Engineers need a target date to finish a project; that was my role at JCB, to make sure things were finished on time. Bill needed a deadline, which was the issue with his Bugatti rebuild."

After a run to Prescott for the 1969 Bugatti International Rally, Turnbull wasn't happy with the condition of 57503, so in 1970 he took it apart. For the following 50 years it remained in his garage workshop until he died in 2019.





*"There's no doubt it was the Montlhéry record car. Robert wanted the ultimate Type 57S and knew what he was buying"*



The executors had inflated ideas of the Bugatti's value, which was finally resolved during COVID-19. In February 2021, Bonhams auctioned the car via a live online sale from its London showroom. Lord Bamford, who coincidentally owned the ex-Ropner Semi-Lightweight Jaguar E-type (C&SC, September 2018), was drawn by the JCB link with Turnbull and was the successful bidder. The car was then dispatched to foremost Bugatti specialist Tim Dutton, who had been one of the first to see it when still entombed in Turnbull's garage.

Tim had known of him through family friends. "Relations used to joke that Bill spent more time with his Bugatti than his wife," he says. "He took great pleasure in working on it, and when we collected the car we found parts all over the house. Bill wanted everything perfect and would often produce a part three or four times to make it really good. He wasn't really interested in the body or trim, but would design improvements, such as a hydraulic valve to control oil flow to the heads, just as the

factory did with the racers. The car was never a barn-find. It was a lovely project to be involved in because it hadn't been messed about with. There's no doubt the chassis was the Montlhéry record car. Robert Ropner wanted the ultimate T57S and knew what he was buying. He was a sporty driver and this was a very quick car."

Tim has firm views about preserving originality, as his extensive work on two historic racing Bugattis – the Type 35C 4871 and the Pebble Beach-winning, ex-King Leopold Type 59 – confirms. Several enthusiasts were vocal about the planned concours restoration for the Ropner Type 57S, but they had no idea that Turnbull had already started the work. The body was very original but tired, and the trim, while complete, was tatty and dried out.

In March 2021, Lord Bamford met up with Tim and his favoured restorer, Steve Clark, to discuss the project. The plan was set to return this unique T57S to as close to new condition as possible, just as first owner Ropner ordered it. Eventually it was decided the work should

be split between these respected talents, with Tim's team carrying out the mechanical rebuild and Clark & Carter restoring the body.

Before work started, Peter Bradfield was enlisted to research 'Dulcie', as the car was known – its registration number is DUL 351 – and find as many historic photos as possible for reference. The Ropner family was very helpful and provided several highly evocative shots from their grandfather's albums of pre-war trips in the Type 57S to the Côte d'Azur. These included rare images of loading 57503 on the Channel ferry – photographs that confirmed the car's unique louvred undertray.

With its body removed and fitted to a jig, Tim started work on the driveline. The old crankcase repair was addressed and line-bored before a new crank, rods, pistons and reprofiled cams were fitted. On the dyno it produced 140bhp, but Tim's priority was smooth power. The gearbox was rebuilt and sorted to cure the problem of selecting two gears at once, which Turnbull suffered prior to taking the car off the







With English Corsica bodywork and its 'screen folded, the Type 57S looks glorious bathed in spring sunshine

road. A critical element to resolving a Bugatti Type 57's ride and handling is setting up the de Ram shock absorbers. "We now use a shock dyno," explains Tim. "Bill, being a hydraulics specialist, would have approved."

As the engine was being rebuilt, the chassis, with a dummy motor, was dispatched to Clark & Carter in Chelmsford so work could begin on the body. The only Bugatti that Steve had previously restored was a Type 37, but the pressure was on when, late in 2022, Lord Bamford decided he wanted to enter the car for Pebble Beach – which left just six months to complete everything. With the body skin removed for repair, Steve was impressed by Corsica's workmanship. "The body was good, but the glue had dried in the joints and they'd come loose," he says. "It's important to keep the car as authentic as possible. The doors, bonnet and mudguards were all original, but the front wings didn't match due to crude repairs in 1945, when a truck reversed into it at Continental Cars. I'm a real perfectionist about shutlines. Matching the bonnet and scalloped radiator shell was tricky. We also made some subtle modifications to sort the wheel gaps within the arches. It took ages to get it looking right."

None of the team liked the hood design. "Up or down it looked like a Silver Cross pram," Steve says. "We dropped the rear seat so the folded hood would be flush, and re-engineered the frame so it's sleeker when fitted. The car looks best with the 'screen folded flat."

The upholstery was done by Robert Smith. "To match the original, a piece of trim from

Clockwise: V-shaped radiator is topped by remade lucky bear mascot; cutaway rear-hinged doors; first owner's shipping ensigns are hand-painted on the bonnet





under the seat was sent to Ben Connolly,” Steve continues. “The hide required an embossed pattern, which was all done by hand.”

From Ropner’s hand-painted shipping ensign on the bonnet sides to the period-correct ‘GB’ plate, the team went to great lengths pursuing authentic details. Peter searched every avenue to find a bear mascot to match the photographs. “It was a gift from Robert’s wife, Dorothy, who nicknamed him ‘bear’. In the end we had one carved in wax and cast in German silver,” he explains. “The toolbox was only missing a Michelin tyre gauge. We found one on eBay in France, but the seller wouldn’t ship it to the UK. It was finally mailed to a friend in the south of France and they dropped it off at the last minute.”

As the deadline for transport to California neared, the Clark & Carter team worked seven days a week from 7am to 8pm. “There was no time for testing or even a return to Tim’s for tuning,” says Steve. “The pre-concours tour down Highway 1 was a bit of a nightmare. It was cold and very misty. We had a few leaks and the brakes were pulling.”

After more polishing and detailing, 57503 was placed on the famous fairway for judging. “Just beautiful,” said Marek Reichman, chief

creative officer at Aston Martin. The judges were guided by Scott Sargent of Sargent Metalworks, who had coincidentally restored two of the cars, including the class-winning Type 57SC. After all their work, the English restorers felt deflated, but they were asked to wait to the end: it was announced the car had won the Jules Heumann Trophy for Most Elegant Open Car.

Three weeks later, the Bugatti was presented at Salon Privé at Blenheim Palace, where it won

*“Corsica didn’t hide Bugatti’s beautiful engineering: those exquisite de Ram dampers also featured on the GP car”*

Best of Show. When called to the presentation ramp, Lord Bamford drove 57503 for the first time, with Lady Bamford alongside.

The awards kept coming, with the Restoration category win at the 2023 Royal Automobile Club Historic Awards and Best of Show at the 2024 Cartier Style et Luxe at the Goodwood Festival of Speed. In a special Jean Bugatti tribute class entitled Types of Jean-ius, the Corsica 57S faced

tough opposition from the ex-Lord Howe Type 57SC Atalante and another English-styled tourer body, 541, built by Vanden Plas and hidden away for decades. Judges included Reichman once more and Marc Newson, the Australian industrial designer and Bugatti fan. “I love that Corsica didn’t hide Bugatti’s beautiful engineering under a streamlined body,” he enthused. “Those exquisite de Ram shock absorbers and superb forged front axle also featured on the Grand Prix car.”

Lord Bamford was awarded the victory, much to the delight of the Duke of Richmond, another Bugatti enthusiast. After the glory of two major concours wins, it’s time for Lord Bamford to enjoy driving the black beauty and a trip to the south of France would be perfect to follow in the wheeltracks of first owner Ropner. With its ‘screen folded flat on that lean bonnet and a sharp exhaust bark playing out through those six exhaust tailpipes, it would be a dream drive up the Gorges du Verdon in the spring sunshine. Ropner would return to the Côte d’Azur with various high-performance GTs after naval service during WW2, but none matched the style of his unique T57S.

**Thanks to** Lord Bamford, Steve Clark, Tim Dutton, Neil McReynolds and Peter Bradfield



Magnificent cockpit with walnut-rimmed wheel, gloss-black dash and Jaeger dials. The beautiful trim is hand-finished ivory leather



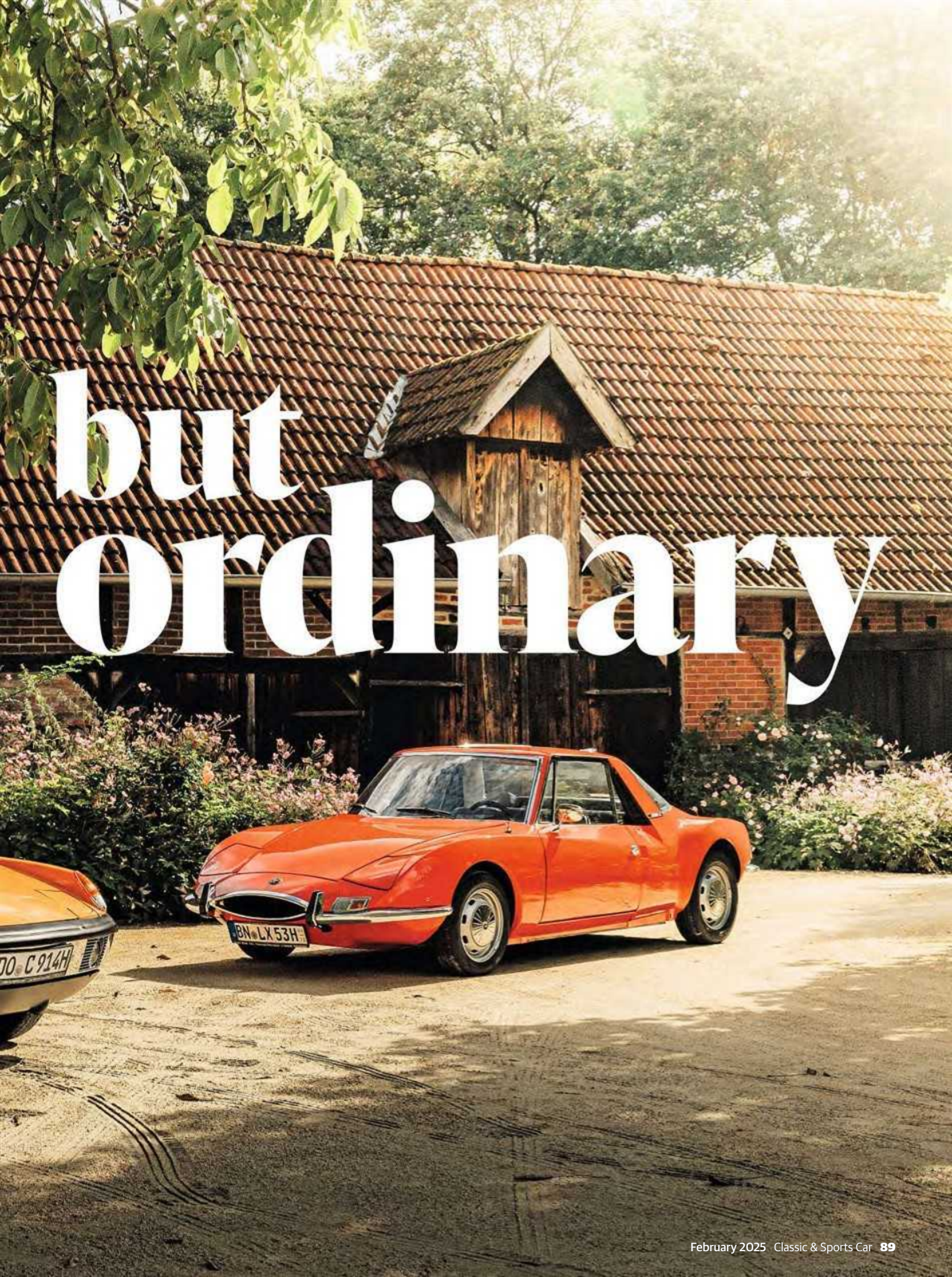
A vintage orange Porsche 914 is parked on a gravel driveway in front of a house with a red tiled roof. The car is positioned in the lower half of the frame, angled slightly towards the right. The background is filled with lush green foliage and a large tree with dense leaves that partially obscures the roof. The overall scene is bright and sunny, with strong shadows cast on the ground.

# Anything

The late-'60s fashion for mid-engined everyday models never quite took off. Porsche and Matra both gave it their best shot, with the 914 and M530

WORDS **CHARLIE CALDERWOOD** PHOTOGRAPHY **MAX EDLESTON**





# but ordinary







*'As pioneering as the Porsche may have been, once these two are together the Matra makes it look utterly tame'*





Clockwise from left: pop-ups have emotive charm; neat engine vent; Matra's abrupt tail is shorter than Porsche's; 15in wheels on 914, 14in for M530 LX

In the years between Jack Brabham's Formula One World Championship victory in his mid-engined Cooper T51 in 1959 and today, we have become used to the idea that engines mounted behind the driver are reserved for specialist sports cars and supercars. Yet no such assumption existed when the configuration first appeared. In the late 1960s, Porsche and Matra, both storied names in motorsport, quickly attempted to broaden ownership in the genre by shoving low-power, saloon-car drivetrains into new, mid-engined bodies to create the 914 and M530.

Matra had been the first to react to what was happening on the race track; more correctly, it was down to René Bonnet, who built the mid-engined Djet from 1962. Matra, a maker of aircraft, rockets and electronics, took over after Bonnet went bust in late 1964. That car went through a baffling succession of names as a result, but it was three years before the Lamborghini Miura, and a year ahead of the ATS 2500 GT. But while the Djet was far cheaper than those Italian exotics, it was relatively unrefined and only 1492 were built. Jean-Luc Lagardère, managing director of Matra, knew that for a car to sell in greater numbers it had to be much more comfortable – and that meant starting again from the ground up.

An everyday sports car for younger buyers was the idea, so Matra decided to make the new mid-engined model a 2+2 – another first, and one rarely repeated. The Maserati Merak,

Ferrari Mondial and Lamborghini Urraco spring to mind, but pub-trivia points surely await for anyone with further answers. To fit both an engine and back seats while keeping the car compact, Matra chose for a powertrain the Ford Taunus V4 and its accompanying transaxle, as mounted in the front-wheel-drive Taunus P4 and P6. Early plans were to use the BMW M10 four-cylinder unit, but the lack of a suitable transmission ended that tantalising prospect. More realistic alternatives Matra considered were fairly anaemic Renault and Peugeot 'fours', and the expensive Lancia V4.

Using an innovative, sheet-steel platform chassis that looks remarkably similar to the aluminium tub of a Lotus Elise proved to be an effective option. Matra was able to fit two boots, fully independent suspension, four seats and even an integrated roll-over hoop into a 2.56m wheelbase. Yet you would have to stop short of saying it was a completely flawless piece of packaging. Its glassfibre bodywork is striking, original and futuristic, but it is also a bit disjointed and unbalanced: it's too long in the middle where so much has had to be squeezed in between the wheels. Many called it ugly in its time, criticising its rear end for being too short and its front for resembling a depressed catfish. I don't see the first point myself, but with the headlights in their raised position, it's hard to deny the latter. As cool and as quirky as it certainly is, it is not beautiful.

That was also one of the main criticisms levelled at Porsche's 914. It's interesting and

smart in its detailing, but many find it a bit weird in its proportions. It's almost hard to tell which way it's going from its side profile (much like a Zündapp Janus, another mid-engined 2+2 for those still playing). A collaboration between Porsche and Volkswagen, and even badged VW-Porsche in the USA, the model aimed to replace both the VW Karmann Ghia and the Porsche 912 in one bodyshell – one that would be made by Karmann once more.

Trailing the Matra by just one year, the 914 was the first time either Volkswagen or Porsche had moved away from a rear-engined set-up on a production car. Porsche had been building mid-engined racing cars and prototypes for years, stretching as far back as the 1930s Auto Union Type 22, but both companies now recognised that the advanced configuration could bestow impressive handling upon a road car. It's an easier leap from making rear-engined cars to designing a mid-mounted one than if you had spent your entire history producing front-engined models. Porsche was duly efficient with the 914: a switch from torsion bars to coils at the back was all it took to adapt the 911's basic layout for the new car.

As pioneering as the Porsche may have been, however – and unusually proportioned, too – once these two cars are together the Matra makes it look utterly tame. There are endless quirky details on the M530, from its separate bumpers and fussy rear panel to the chromed hinges on top of its opening rear window. The 914 is brilliantly clean in comparison,



*'The Porsche is firm, solid and predictable in the same high-speed corners that made the Matra feel uneasy'*



From top: 914's VW 411 engine is fuel injected and makes 80bhp in 1.7-litre guise; Matra's 77bhp V4 is hard to access via awkward hatch

whether it's the integrated chrome bumpers or the cut-outs within them for the foglights.

That continues inside. The 914's interior is impressively wide and spacious thanks to the car's flat floor. Yet it is sombre, a big black hole of vinyl. It all feels well put together, which is no surprise, but it's not exactly expressive. The French car is much wackier.

There's an interesting glovebox lid that closes to form a shelf across the Matra's dashboard, but in contrast the wood-veneered binnacle is stocked with very traditionally designed instruments and appears completely at odds with the *avant-garde* exterior. Then there's the baffling arrangement of the M530's ancillary controls. Nothing demonstrates this – or French automotive eccentricity more generally – better than the process for raising and lowering the headlights. You pull down an unmarked stalk coming off the steering column to raise the lights – so far, so normal. But pulling it again, in any direction, does nothing. Instead, to lower the lights you depress a hidden fourth pedal, which is high up under the dash, further to the left than the clutch. It's not a manoeuvre for those lacking mobility in their hips, although it is exactly the sort of peculiarity you would hope for in a car that looks the way the Matra does.

There's further strangeness when you try to get into the engine bay. It doesn't take long to notice the upside-down baking tray wrapped in vinyl sitting on the parcel shelf. To get to that with any meaningful access, however, you have to unclip two fasteners, on either corner of the

inside of the rear window, lift it from the outside, prop it open and then undo the two clips on the engine cover. There's enough space for servicing, but I wouldn't want to have to replace an alternator through there.

The Porsche, predictably, is much more sensible when it comes to such things, although engine access is only slightly better despite the absence of back seats. Hatches open how you expect them to, and even the roof is simpler, coming off in one piece and stowing in the rear boot, as opposed to the Matra's two-piece item.

Once you start driving, however, the 914 does reveal idiosyncrasies of its own. Porsche wasn't a company known for making great gearboxes in its early days, and the dog-leg five-speeder here requires practice to use it efficiently. The neutral point appears to be between fourth and fifth, not second and third as you might expect, which makes an accidental change into fifth a very easy thing to do. It's only after an hour or so at the wheel that I'm reliably getting the gear I want at any given moment, and the occasional mistake when trying to navigate to third is persistent. Slightly offset pedals that hinge from the floor, in typical Porsche fashion, take time to get comfortable with, too. Once all of this is negotiated, however, the 914 surpasses its unkind reputation.

I'm surprised by just how strong this '72 VW's engine feels – a fuel-injected 1.7-litre nicked from the 411. It has good mid-range torque, but it's also happy to keep revving to its redline. Once spinning it sounds like a miniature Porsche unit with a proper howl, rather than





**Clockwise from below:**  
roof stores easily in 914;  
M530 LX has two boots;  
Matra is named after  
a missile; 2.0 was more  
potent, but 1.7 is still fun



a Beetle-like chug. Certainly it feels faster than its 13 secs 0-60mph time suggests. The low driving position no doubt exaggerates the acceleration, while short gearing in first and second gives a zesty in-gear feel but actually steals time on 0-60mph tests due to the extra gearchanges, especially considering the difficulty selecting third. On tight, twisty roads where a budget sports car should thrive, it doesn't feel desperate for power. The later, 100bhp 2-litre 914 would be an improvement, for sure, but you shouldn't avoid a nice 1.7.

This particular Matra is a 1970 M530 LX, reflecting an update that year which brought a glass (rather than Perspex) rear window and a twin-choke Solex carb boosting power by a heady 5bhp. That said, the Taunus V4 is still very much of the mid-century Ford mould: noisy valvegear makes high revs feel highly unsympathetic, but it offers real punch from very low revs. It feels keener off the line than the 914 as a result, while its transmission is simple to use. Only the pedals compromise the experience, a bit offset to the centre of the car and very tightly packed together – so tight against the steering column, in fact, that you can feel it rotating between your feet.

That torquey engine, the better vision and quicker steering make the Matra the more agile of the pair at low speeds. Its much more saloon-car-like driving position means it's easy to get into and out of, and you'd pick the French car for trips around town dispatching errands every time. A fast, open route reveals its flaws, however. With the roof panels removed, the lack of rigidity is unpleasant, with not only significant scuttle shake but also the front wings wobbling around. Each bump in the road sends a rattle through the whole car, despite moderately soft springs, and it rolls more than you'd expect from a sports car as a result.

The Porsche, meanwhile, is firm, solid and predictable in the same high-speed corners that made the Matra feel uneasy. You happily rev out every gear in the 914 and turn into each bend with greater vim than the last, pushing the speed at which the little sports car will hold on. It keeps gripping, with none of the snappy, rear-biased quirks of a short-wheelbase 911. It's a beautifully balanced car and, while the steering wheel is a bit too large for my taste, the quality of the feedback is undeniable. Every control feels sorted and the 914 makes its relatively modest 80bhp feel thrilling.



Matra is agile at low speeds, but relatively softly sprung. It rolls more than the Porsche and its reactions to bumps in the road can be unnerving





Veteran road tester John Bolster stepped out of a Matra M530 in 1969 and stated: 'It proves conclusively that the car of the future will be mid-engined.' He was wrong on that occasion, and enthusiasts all over will be disappointed that the envisaged proliferation of mid-engined cars didn't quite come to fruition. But compare the driving experience of either a Matra M530 LX or a Porsche 914 to one of their conventional contemporaries, such as an MGB GT, and it's easy to see why he was so excited. For little lost practicality, here are two cars that handle with agility close to that of a go-kart.

Coming into this test, I was most excited for the Matra. Its quirkiness draws you in, while the promise of a light, fizzing French coupé should keep you entertained. And it is a fun car. If you live in a city, or are a more gentle driver, the Matra is the more enjoyable steer: when you're not at ten-tenths it's more comfortable



Clockwise: Matra's driving position has a saloon-car feel; veneer lifts the mood; wheelbase looks out of proportion; classy dials



## MATRA M530 LX

**Sold/number built** 1968-'73/9609

**Construction** steel platform chassis, glassfibre body

**Engine** all-iron, ohv 1699cc V4, twin-choke Solex carburettor

**Max power** 77bhp @ 5000rpm

**Max torque** 104lb ft @ 3000rpm

**Transmission** four-speed manual, RWD

**Suspension** independent, at **front** by unequal-length wishbones **rear** trailing arms; coil springs, telescopic dampers f/r

**Steering** rack and pinion

**Brakes** discs, with servo

**Length** 13ft 9in (4197mm)

**Width** 5ft 4in (1620mm)

**Height** 3ft 11in (1200mm)

**Wheelbase** 8ft 5in (2560mm)

**Weight** 2061lb (935kg) **Mpg** 30

**0-60mph** 11 secs **Top speed** 111mph

**Price new** £2160 (1969)

**Price now** £15-35,000





From left: Matra lacks rigidity with its roof panels removed; firmer Porsche inspires more confidence, especially in faster turns



Clockwise: 914 is roomy but dark inside; simple controls; 'push-me-pull-you' profile; steering wheel is on the large side



and effervescent, and it reminds you of its eccentricity whenever you approach it – or operate those sad-eyed headlights.

But the 914, although slightly earnest, is the one that really delivers on the open road. Once you get over the typical mid-century Porsche peculiarities of weird pedals, a large steering wheel and an iffy gearchange, it's a telepathic joy. It best demonstrates the virtues of the mid-engined layout, too. Where the Matra tries to do a little too much, the 914 focuses on what a middle is good at and, as a result, is surely the best fun you can have with just 80bhp. That's how you bring mid-engined fun to the masses, and it's a fact reflected by both the Porsche's production run being more than 10 times greater than the Matra's, and that the Stuttgart firm still builds a successor today.

*Thanks to COG Classics of Düsseldorf, Germany (0049 211 5072 7920; cog-classics.com)*

## PORSCHE 914 1.7

**Sold/number built** 1969-'76/118,978 (all)

**Construction** steel monocoque

**Engine** iron-block, alloy-heads, ohv 1679cc flat-four, Bosch fuel injection

**Max power** 80bhp @ 4900rpm

**Max torque** 109lb ft @ 2900rpm

**Transmission** five-speed manual, RWD

**Suspension** independent, at **front** by struts, torsion bars **rear** semi-trailing arms, coil springs, telescopic dampers

**Steering** rack and pinion

**Brakes** discs, with servo

**Length** 13ft 1in (3985mm)

**Width** 5ft 5in (1650mm)

**Height** 4ft (1230mm)

**Wheelbase** 8ft (2450mm)

**Weight** 1982lb (899kg) **Mpg** 26

**0-60mph** 13 secs **Top speed** 110mph

**Price new** £2201 (1970)

**Price now** £13-25,000





# A trick of the light

The aluminium-bodied Mercedes-Benz 300SL was a performance-chasing red herring, but the engineering that makes it special runs more than skin deep

WORDS **CHARLIE CALDERWOOD** PHOTOGRAPHY **MAX EDLESTON**







**A**lthough it was a roadgoing, productionised version of Rudolf Uhlenhaut's W194 sports-racers, the 300 *Super Leicht* Gullwing as we know it lost some of its eponymous lightness as it transitioned into what many consider to be the world's first supercar. In order to achieve further racing success, however, Mercedes-Benz chief of engineering Fritz Nallinger then had an idea to shave off some pounds: producing a short run of aluminium-bodied road cars. Only 29 would be built, and the example you see here was the very first.

There was some irony in this. The corporate pivot towards Formula One in 1953 had led to Uhlenhaut's improved, aluminium-bodied 300SL racer, known as 'Hobel', turning into 1954's steel-bodied road car, the W198 – and now Nallinger was switching it back again. The standard car already used aluminium door, bonnet and boot panels to bring its weight down to 1225kg. That made it slightly lighter than a Chevrolet Corvette or Ferrari 250 Europa, but far heavier than the 250GT Berlinetta, Aston Martin DB3S and Maserati A6GCS it would more likely meet on a circuit. From the spring of 1955, buyers could specify aluminium and save 85kg over its steel-bodied counterpart, further helped by Plexiglas for all but the windscreen, for the sum of DM5000. That premium was the equivalent of about £430, or the price of a new Morris Minor Traveller.

All of the 29 alloy-bodied 300SLs were sold to

private individuals as Mercedes-Benz stepped out of circuit racing after the 1955 season. Most customers were privateer racers who could be expected to achieve some success for the model, including John von Neumann, Rob Walker and Briggs Cunningham, but some were simply sold to those willing to stump up the cash. Carl Kiekhaefer was, as you would hope for the first recipient of the ultimate version of such an icon, in the former category.

Kiekhaefer, the industrialist behind the Wisconsin outboard-motor giant Mercury Marine, didn't limit his motive interests to the

*'An aluminium body saved 85kg over its steel counterpart, further helped by Plexiglas for all but the windscreen'*

water: he was a car nut, too. He had founded his own NASCAR team for the 1955 season in order to promote his outboards, mopping up two consecutive championships straight away and bringing a new level of professionalism to the sport. The first to use uniformed overalls and covered trailers, and flush with brand-new equipment, it isn't hard to imagine why the Yankee interloper proved unpopular with the overwhelmingly southern-state – and at that point quite amateur – NASCAR establishment.

You only have to look at this Merc's '300SL' side lettering to see the NASCAR connection.

In period it wore these painted-on digits alongside Mercury Outboard livery, just like one of Kiekhaefer's Chrysler 300s. Its only confirmed race was the 1955 Raleigh Speedway 100-mile run, an event that accompanied the NASCAR fixture on the long-since-demolished, paperclip-shaped track in North Carolina. Kiekhaefer's soon-to-be-championship-winning driver Tim Flock drove to victory in the Mercedes, averaging 78.2mph ahead of Ford Thunderbirds and Chevrolet Corvettes. Afterwards, he said he had found it such a serene experience that he'd turned on the radio for part of the race. He wasn't up against the Aston Martins, Maseratis or Ferraris the alloy-bodied 300SL had been built to beat, but it would have been satisfying for Flock nonetheless, especially given that his brother and fellow Kiekhaefer driver Fonty beat him to the line in the NASCAR race that weekend.

Any trace of further races, if they did happen, have been lost. Kiekhaefer appears to have fallen for the car as a personal possession rather than a throwaway racing car, despite the fact that he also owned a steel-bodied 300SL. He was photographed in it with his children, and on his passing he gave it to his son, Fred, who eventually sold it to the Brooks Stevens Automotive Museum in Milwaukee. Later it was bought by Samuel Robson Walton of the Walmart family, and was subjected to extensive restoration from 1996-2004. In 2006 it came to its present keeper, Friedhelm Loh, who was then one of the world's great Mercedes-Benz collectors but has since broadened his tastes to



Weight loss enhances the feeling of relentless acceleration. Aluminium car was listed as '300SL Lightweight' on English-language invoices, making it the 'Super Light Lightweight'





Clockwise from top left: rich red leather was optional from new; badge doesn't betray racy spec; slant-six makes 237bhp; NASCAR influence in lettering; controls hint at luxury leanings; two-spoke wheel hinges down to aid ingress; deep bucket seats, prosaic handbrake





# CLASSIC SPORT LEICHT

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1956 Mercedes-Benz W198 300 SL "SPORTABTEILUNG"



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1956 Tour de France Automobile runner-up \* Driver Stirling Moss

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Passenger-side bonnet bulge is to dodge the engine's distinctive inlet manifold, the other is for symmetry



## MERCEDES-BENZ 300SL LIGHTWEIGHT

**Sold/number built** 1955-'56/29

**Construction** tubular steel spaceframe chassis, aluminium body

**Engine** iron-block, alloy-head, sohc 2996cc 45° slant-six, Bosch mechanical fuel injection

**Max power** 237bhp @ 6100rpm

**Max torque** 217lb ft @ 4800rpm

**Transmission** four-speed manual, RWD

**Suspension** independent, at **front** by double wishbones, anti-roll bar **rear** swing axles; coil springs, telescopic dampers f/r

**Steering** recirculating ball

**Brakes** Alfin drums, with servo

**Length** 15ft (4572mm)

**Width** 5ft 10½in (1791mm)

**Height** 4ft 3¼in (1302mm)

**Wheelbase** 7ft 10½in (2400mm)

**Weight** 2500lb (1134kg) **Mpg** 21

**0-60mph** 8.8 secs (standard 300SL)

**Top speed** 155mph (depending on axle ratio)

**Price new** £3075 **Price now** £5-10m

all marques. Much of his collection, including the 300SL, is now on display at the Nationales Automuseum near Frankfurt, Germany.

Other alloy Gullwings had more extensive racing careers: Alberico Cacciari competed on the Mille Miglia in 1956 and '57 in his, for example, but it didn't take long for the 300SL body-material pendulum to swing in the other direction. Without the strength of a steel body bracing the tubular chassis, the alloy cars were susceptible to such flexing that the shells are known to pull themselves off their mounting points under hard driving. Mercedes stopped making them after just one year. Even by August 1955, three months after Kiekhaefer took delivery of his aluminium-bodied car in Chicago, the company's four works rally cars, the *Sportabteilung* 300SLs, would be built with steel bodies. Uhlenhaut and racing manager Alfred Neubauer agreed that the stronger shells were better suited to challenges such as the Tour de France Automobile and Liège Rally.

In short, then, it didn't really work. But the exoticism of the alloy-bodied SLs doesn't end with their thin, easily dented panels: they boast plenty of other special equipment. Under the bonnet is where the really groundbreaking innovation is to be found on any 300SL, and here the car's fuel-injected 2996cc straight-six is enlivened even further by a *sondertiele* (special parts) camshaft and increased compression ratio to provide an extra 15bhp. That was, impressively, enough to put the output of the Merc's sturdy single-camshaft motor level with a Ferrari 250GT Berlinetta's lively V12 of the same capacity.

Front drums with enlarged cooling fins attempted to correct the tendency of all mid-'50s Silver Arrows to struggle with brake

fade, while stiffer dampers and springs promised greater cornering abilities and a reining-in of the snappy characteristics of the swing-axle rear. Each car was supplied with two sets of rear-axle ratios, one to standard and the second to the purchaser's spec. Kiekhaefer also paid the extra \$350 (£125) for Rudge wheels – an option on all 300SLs, still built out of steel but featuring centre-lock, knock-off hubs.

Approaching the prospect of driving the Kiekhaefer 300SL, I've deliberately blinkered myself to the question of how much the car may be worth. I later learn that an alloy-bodied

*'An extra 15bhp levelled the output of the sturdy single-camshaft motor with a Ferrari 250GT Berlinetta's lively V12'*

300SL in need of restoration sold at the RM Sotheby's Rudi Klein Collection sale in Los Angeles for \$9,355,000 in October 2024. That fact as yet undiscovered, however, I open the iconic Gullwing door and thread myself in. It's hard to get aboard thanks to the wide sills, but I don't feel the need to tip the steering wheel on its quirky release mechanism. Later in our photoshoot, photographer Max looks at me in horror as if I've broken the car when I pull the chromed lever that unlocks the steering wheel and it falls downwards on its hinge. Not the first time such a prank has been played on an unsuspecting 300SL passenger, I'm sure.





*'The lower, firmer and lighter SL gets around the flowing bends in the foothills of the Rothaar Mountains with rare composure'*

Kiekhäfer's selections of red leather and bright white paint were, again, choices for which he paid extra – extensive and overpriced options lists on exotic cars are nothing new. Worth it, though: the contrasting colours are jubilant in the sunlight, and so characteristic of the mid-'50s. A small, rubber-covered piece of chassis tubing can be seen next to the driver's left leg, diving from under the dash to the high sill. It was a useful aid to salesmen, who could point to a visual confirmation of both the car's spaceframe construction and the reasoning for its inconvenient access.

Once the door is closed, covering the huge door jambs, the interior is perfectly pleasant if pretty similar to that of any other contemporary Mercedes. There's a twin-dial binnacle and lots of lovely chrome, but some lingering 1950s austerity in the carpeted transmission tunnel, accordion-style rubber gearlever gaiter and a handbrake lever made of a simple steel tube with a button in the end. Other than a slightly tight pedalbox, where the throttle is almost tucked behind the brake, it's comfortable once you've negotiated that awkward entrance.

It's the view out of the 300SL that's unusual. You can see the lower half of the door bulging out from under the window in your peripheral vision, while the front wings extend much wider than the windscreen. Contemporaries commented that it looked like a UFO on the

road from the outside, and it certainly gives that impression from behind the wheel. It's a spaceship, but a 1950s spaceship with red leather and bevelled chrome on the dash.

Your first few gentle miles in the Gullwing reveal a remarkably 'normal' car to drive. It rattles and shakes over bumps more than a contemporary 300 Adenauer, but it otherwise feels like a torquey, sensible saloon around town, with a civilised idle and synchromesh on all of its gears. That low-speed refinement, in the face of the performance you know the car is capable of, really sets the 300SL apart from its contemporaries from Modena.

It's towards the faster end of the Gullwing's capabilities where this alloy-bodied 300SL's special talents lie, however. Although surely slightly quicker from 0-60mph than the 8.8 secs of a standard steel car, it's not the ferocity of the acceleration that impresses particularly, but its persistence. The 'six' just keeps pulling, even at higher speeds, in a brilliantly linear, unfussed way. It's so far from the drama of a Colombo V12 – that's not to say the Merc doesn't make a nice noise, because it does, but it's the ease of speed that feels so beyond its 1955 vintage.

This car, though, is at its most special in the corners. Being lower, firmer and lighter, it gets through the flowing bends in the foothills of the Rothaar Mountains with a rare composure. Only once do I detect a slight tuck from that

swing-axle rear, which can make the normal 300SL prickly to drive. A more committed pilot on a track could draw out that behaviour, but this car simply resists it that much further. The unusually thick-rimmed plastic steering wheel is remarkably free from interference and judder, while the gearshift is uncommonly easy for a car of this age and performance.

The lightweight coachwork of the 29 aluminium 300SLs might have proved to be a blind alley, but perhaps the headline-grabbing bodysheet is something of a red herring when understanding the significance of these rare Gullwings. The best parts of this privateer package are actually its tuned engine, stiffer suspension and upgraded front brakes. Mostly these were bits taken from the W194 300SL race cars and the Hobel prototype, but here they were as a package on a road car that customers could actually buy. The four steel-bodied works 300SL rally cars – with which Stirling Moss won the Tour de France Automobile, among other honours – all followed an almost identical specification, such was the efficacy of these special parts. So, does this car represent the ultimate version of the W198 Gullwing? Yes, but the alloy body that identifies it might just be the least important part.

**Thanks to** Nationales Automuseum, The Loh Collection ([nationalesautomuseum.de/en](http://nationalesautomuseum.de/en))





Above, from left: doors pivot over simple chromed struts; knock-off Rudge rims were a cost option; roof vents draw heat from the cabin

Up-rated SL Lightweight feels more composed than the standard car and is less inclined to indulge in the swing-axles' penchant for snap oversteer







# NON-STOP ACROSS THE USA

Garage owner and automotive innovator Louie Mattar criss-crossed North America for more than 6000 miles in his much-modified 1947 Cadillac Fleetwood, without even pausing for fuel or to change a wheel. And then he did it all over again. This is his remarkable story

WORDS **TON ROKS**  
PHOTOGRAPHY **SAN DIEGO AUTOMOTIVE MUSEUM/  
GLENBOW LIBRARY & ARCHIVES/UNIVERSITY OF CALGARY**



Mattar wasn't shy about showing off his work.  
Left: driving through Calgary in August 1954



Tyre change (below, from top): Mattar and his co-driver assemble the platform, ready for a moving wheel swap; loosening the bolts with the electric wrench; each corner had a dolly wheel on a hydraulic ram to lift the car



After his marathon drives, Mattar was in demand for appearances and TV shows - here meeting Miss San Diego

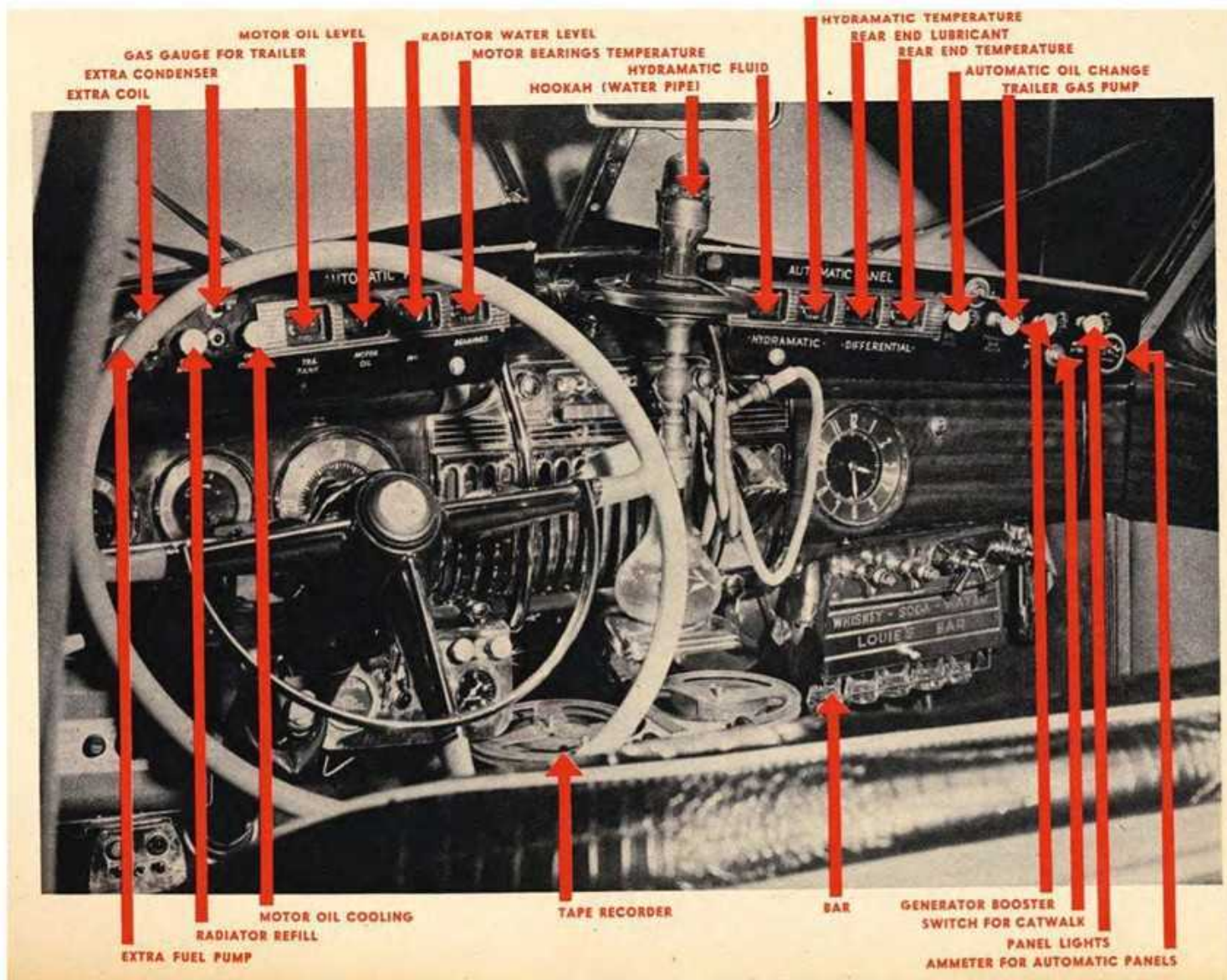


Greeting the fans in Canada, on the way to the far north, ahead of his second epic trip



Stopping at the border was not necessary, but he had to go slowly





Louie Mattar was born in Detroit, Michigan – better known as ‘Motor City’ to those with gasoline flowing through their veins, and Louie certainly did. He later moved to San Diego, California, where he started a garage business downtown on Market Street, and could tinker with the best of them. He was creative, too, rumoured to have made countless discoveries that benefitted the auto industry, and he is also said to have made inventions for the military, including a special minesweeper for the US Navy.

Mattar loved camping in the great outdoors, and from that passion the idea was born for taking long road trips across the USA. In the 1930s there were already so-called Covered Wagons available with a bed and a kitchenette inside, but caravans and motorhomes were not yet produced on an industrial scale. Airstream had only just started making its magnificent aluminum trailers in the 1930s and didn’t build its first motorhome until the late ’70s.

Amenities for campers were also few and far between – and were insufficient for Mattar, who loved the wilderness but preferred to pitch

up in style. Instead, he began equipping his 1947 Cadillac Fleetwood with all kinds of household appliances, so that he and his wife could camp out in comfort for a week or two without having to trouble hotels. He started by installing a chemical toilet in the back of the Caddy, followed by an outdoor shower protruding from the right-front wing – with hot

*‘Mattar had to figure out ways to service and even repair the luxury sedan on the move – and to quench the thirst of its 5.7-litre V8’*

water available courtesy of routing the supply line around the V8’s exhaust manifold.

By that stage he was on a roll, adding a large water tank that could hold up to 50 gallons (190 litres) and secreting a drinking fountain under one of the tail-lights. The search for glamping perfection continued with a television set,

a refrigerator, a sink to wash the dishes, a bar in the dashboard, and an electric oven in which he could prepare his speciality: Lebanese shish-kebabs. He even had a built-in telephone that – under favourable conditions – allowed him to make contact with the outside world. Yet still Mattar wasn’t satisfied. He developed a small washing machine of his own design that he could neatly conceal beneath the Fleetwood’s back seat, and also arranged for an ironing board and a socket for an iron to be installed. His wife reportedly thought this was a waste of a beautiful Cadillac, and informed her husband that she did not intend to do any laundry during their camping trips.

But by then another plan had already taken root in the mind of the resourceful garage owner: that of a non-stop cross-country drive across the Americas. The first record-breaking run he dreamed up was 6320 miles (10,170km) long, from Los Angeles to New York and back. To pull that off without stopping required much more equipment than Mattar had crammed into his Cadillac up to that point. He had to figure out ways to service and possibly even repair the luxury sedan on the move – and there was also the question of how to quench



the thirst of its 5676cc V8 on the go. The key was to refuel as infrequently as possible, and he solved that problem with a gargantuan twin-axle trailer. In it was room for spare parts, extra wheels and tyres, plus 115 litres of additional water, 55 litres of engine oil and a whopping 870 litres of gas. That still wasn't enough for the entire trip, so refuelling along the way was unavoidable. The solution was to pick airport stops *en route* – at Kansas City, Camden and Omaha – and to refuel in a similar fashion to USAF fighter planes. As Mattar trundled along the runway, a tanker came calmly alongside the Cadillac and filled both it and the reserve tank on the trailer. Three such pitstops were sufficient for the entire trip.

To power the Fleetwood's many accessories, Mattar carried a number of batteries to give a total capacity of 1500Ah. A 90A generator powered by the Cadillac's 346cu in motor kept up the energy levels. In those days, you had to change your engine oil every 2000 miles or so and Mattar had automated that operation, too, so he didn't have to stop. Because the 150bhp V8 was having to work hard, it received an oil transfusion every 1000 miles. He had also created a system to automatically refill the radiator with water if it was needed, all without the Caddy having to come to a halt.

In standard form, a Fleetwood such as this weighed in at 1982kg (4370lb), but in running order for the marathon trip, the car and trailer combination crushed the scales at 3800kg (8400lb), a hefty load for the engine and its factory Hydramatic transmission. Mattar, however, was well prepared for any repairs that might be needed. He had developed an innovative hydraulic system that allowed him to release slim shelves, sturdy enough to stand on, from under the car on either side at the push of a button. He could walk along these running boards to the trailer to collect a spare tyre or tools, then shuffle his way back to tinker with the V8 without requiring his co-pilot to stop driving. Two windows were cut into the bonnet so that the driver could still see what was happening in front of him when the hood was raised. Mattar could never have completed his journey from Los Angeles to New York and back alone, so he was accompanied by two close friends, with the driving duties swapping after every five-hour stint at the helm.

The ability to change a wheel while driving along was another key feature of Mattar's Cadillac. The gifted engineer had mounted small auxiliary wheels on both the front and rear axles, which he could lower at each corner individually on hydraulic rams to lift the sedan high enough to remove the rim.



Mattar with his two co-drivers refuel in Calgary, July 1954, on the way to the start of his second drive from Anchorage



Mattar demonstrates the drinking fountain he built into the wing for camping trips. Below: meeting comedian, TV presenter and actor Danny Thomas



Mud-splattered 'Fabulous Cadillac' drives out of Calgary on its way to Mexico City



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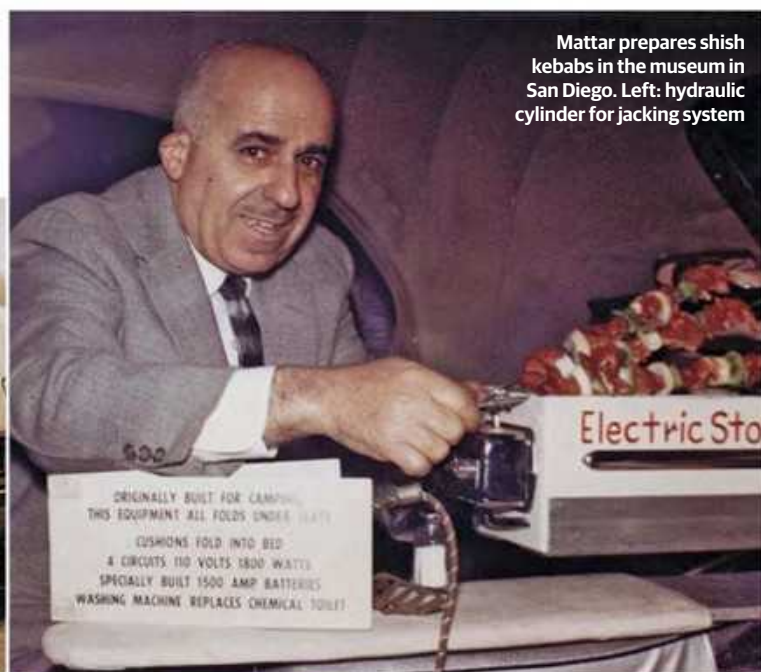
To maximise safety for the on-the-go mechanic, Mattar had made a special little platform. Fixed to it were long pins that could be slotted into openings in the chassis, so the platform was stable enough to stand or squat on. While one of his companions calmly kept driving at a steady 25mph or so, Mattar would sit down on his little balcony, loosen the wheelnuts with an electrically powered wrench, then hand the wheel to the third team member who would walk along the catwalk to the trailer and return with the spare.

Once this was mounted, the platform was removed, the support castor and running boards could be retracted and the tyre was inflated to the correct pressure with the V8-powered compressor, via pipework running through the drilled axles. Only then could the Fleetwood accelerate back up to cruising speed once again. Mattar and his pals gave this acrobatic display of mechanical theatre numerous times during publicity tours after their two monster drives in the Cadillac, as everywhere they went they were presented with flowers by local beauty queens, spoke to reporters at length and demonstrated all of the Fleetwood's gadgets. If desired, the local press and dignitaries could even ride along for a spell in the back of the trailer, where a patio of sorts had been created. During both of his non-stop runs, Mattar would drive very slowly through towns so journalists could hop aboard the trailer for a chat – he certainly knew how to generate publicity. An intercom provided contact between those riding up front in the Cadillac and any visitors on the trailer.

Cleverly, he had mounted a loudspeaker in the nose of the car – along with a 'Cyclops' extra headlight – to ask other road users to make room if necessary so that he didn't have to stop. If Mattar or his co-drivers were bored, they could entertain themselves with the on-board television, tape recorder or even the Turkish hookah pipe attached to the dashboard – while an under-dash bar dispensed not only water and soda, but also whiskey. Different times.

Even pausing at a red light was out of the question on a non-stop drive, or it would render the record attempt worthless, so Mattar enlisted the co-operation of the police. Upon arrival at the many towns that were strung along the US highway network like charms on a necklace, he would make contact with the local constabulary who would escort him through.

The marathon from Los Angeles to New York and back was completed by Mattar and his team from 20-27 September 1952, adding more than 6000 miles to the Cadillac's odometer.



Mattar prepares shish kebabs in the museum in San Diego. Left: hydraulic cylinder for jacking system



Clockwise from left: \$75k investment included a TV; crowded dashboard with phone, hookah pipe and tape recorder; under-dash bar offers whiskey, soda and water; rear ironing board

*'Mattar would drive slowly so journalists could hop aboard the trailer for a chat – he knew how to generate publicity'*

An impressive achievement at a time when the average speed on main roads was much lower than is now possible on the interstates and highways. Driving day and night, in five-hour shifts, the trio managed not to come to a single stop during those eight days.

Yet Mattar's mission was far from finished. Two years later, from 10-28 August 1954, he and his friends drove the Fleetwood from Anchorage, Alaska, to Mexico City, once again without a pause. This time the car covered a huge 7482 miles (12,040km), beating his own cross-country endurance record. Mattar even managed to arrange with customs that their documents could be checked at the Canadian and Mexican borders without stopping.

Following their two marathon drives, Mattar

and his co-drivers took the Cadillac and its trailer all over California to tell their story and demonstrate all that was possible with his car. Mattar even became a national celebrity with appearances on television shows such as *That's Incredible!* and *You Asked for It*.

In all, Mattar spent five years at work in his San Diego garage preparing the Fleetwood for his original epic drive, then a further two years refining it for the run from Alaska to Mexico City. He passed away in 1999 at the age of 89 and his 'Fabulous Cadillac', as he had christened his faithful steed, became the property of his descendants. It is currently owned by Lee Mattar, but is on permanent loan to the San Diego Automotive Museum, where it has now been on display for a quarter of a century.

There have been many bids for Louie's old car over the years, but the Fabulous Cadillac was not for sale back then and remains so today. The car reportedly cost \$75,000 to build – the equivalent of more than \$1m now – but Mattar always said it was worth far more to him: "If I had left all that money in the bank, I never would have met all the wonderful and important people I do with the Cadillac. That's worth all the money in the world."





# L A T I N

Italy's brief flirtation with makeovers of mainstream

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **LUC LACEY**





# LESSONS

Brits resulted in these two rare beauties, the Sunbeam Venezia and Triumph Italia





**A**s enigmatic oddities go, the Sunbeam Venezia and Triumph Italia 2000 are about as niche as it gets. Based respectively on the Humber Sceptre and the Triumph TR3, they are part of a short-lived genre of British cars that were not only styled in Italy, but also built there. More than just one-off showstoppers, but something less than true production models (combined Venezia/Italia output was fewer than 600 units), they were beautiful and – to an extent – luxurious yet mechanically ordinary rarities that tapped into both the contemporary British obsession with Italian styling, and that market's now difficult to credit (and somewhat transient) fondness for certain relatively prosaic English machinery of 60-plus years ago.

In the land of zesty Fiats, sophisticated Lancias and sporty Alfa Romeos, there was a living to be made, it appears, from selling Hillman Minxes and Austin A40s (supplied in knock-down kit form) to those Italians who simply wanted something different. Both the Italia and Venezia bridged the gap between coachbuilding and semi-quantity production, but neither hit the critical mass that would have

allowed them to compete on an equal footing with the mainstream Standard-Triumph and Rootes Group models that inspired them.

Giovanni Michelotti was to Standard-Triumph what Pininfarina represented to the British Motor Corporation: a one-stop shop for the latest in Continental styling at a time when all aspects of the Italian lifestyle, be it coffee bars, furniture or hairstyles, was a blessed relief from the post-war gloom of an England only recently off the ration books.

Triumph had been out of the blocks briskly in the early '50s with its TR sports cars, which sold well in spite of their bug-eyed styling rather than because of it. Projects such as the 1957 Vignale-bodied, Michelotti-penned Dream Car based on the TR3 (plus the Zest and twin-cam-engined Zoom prototypes) showed that there was an awareness of the problem, although strong American TR sales perpetuated a hesitancy to upset the status quo.

Enter Salvatore Ruffino, the Naples-based Standard-Triumph importer. Convinced that the TR3 looked "too British" for local tastes, he consulted several styling houses (including Zagato) before commissioning Vignale to build Michelotti's vision of a reimagined and more luxurious fixed-head Triumph sports car, with plans to produce up to 1000 units per year.



From top: Italia wears eye-catching knock-off wires; iron 2-litre 'four' is torquy and quite vocal





Triumph resists body roll but works best on smooth roads, while the brakes are strong. Right: softer Venezia is more laid-back, with a safety net of understeer



*'The Venezia was launched in Venice: it arrived on a gondola and was the first motor vehicle to turn a wheel on the Piazza San Marco'*



From top: Rootes connection was severed by '66 Chrysler takeover; 1600 unit needs to be worked

The Italia 2000 was first revealed at the Turin Salon in 1958 and production began in 1959, with a more conventional nose and headlight treatment for prototype number two, which is thought to have been *signor* Ruffino's personal car. The first Italia was later sent to Standard-Triumph for evaluation, and the importer managed to extract a verbal agreement from the seemingly impressed British firm that every one of its dealerships would stock an Italia. Doubtless they would have been good for showroom traffic, but when Leyland took over Standard-Triumph, the new management refused to honour the agreement.

Vignale built the first 13 examples, the remainder being constructed on a production line rented from Vignale by Ruffino. With altered badges and other detailing, full production kicked off at the end of 1959, but only six Italia 2000s (out of 350) would ever be built in right-hand drive. After production ended in 1963, it took a further two years to sell the remaining 29 examples on the North American market, where buyers proved understandably resistant to the \$5000 price-tag. Further options such as leather seats, an adjustable steering column and overdrive could boost that figure way beyond the \$3000 that would have bought a TR3A.

Where the Italia 2000 was a steel-bodied two-seater with a separate chassis, the 1963-'65 Venezia, styled and built by Touring of Milan, wore aluminium panels over the firm's patented Superleggera framework, with Humber Sceptre unitary underpinnings sent from Coventry. Touring was already assembling 10 Super Minxes and four Alpines a day for the local market, and its changes to the open sports car – twin wing-mounted fuel tanks to improve boot space, trimmed-down tailfins – would inspire later factory versions of the model.

Enthused by the idea of an Italian-styled Sunbeam sports saloon, Lord Rootes gave the go-ahead for the Venezia in 1961 after seeing Touring's 1:10-scale model. The finished product was 11in longer than the Humber on which it was based, and launched to great fanfare in Venice. The prototype arrived on a gondola and was the first motor vehicle of any description to turn a wheel on the Piazza San Marco. A £1400 asking price put it in the same territory as the Jaguar 2.4 and Sunbeam Tiger, and import duties ruled out any British market for the car right from the start.

The Venezia was good for just over 100mph on 88bhp – an unexplained 8bhp up on the Sceptre. Still, it was a useful 50kg lighter than the Rootes saloon (from which it borrowed its





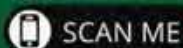
PRESENTS

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### SUNBEAM VENEZIA

**Sold/number built** 1963-'65/c170

**Construction** steel platform chassis, aluminium body over tubular steel frame

**Engine** iron-block, alloy-head, ohv 1592cc 'four', twin Zenith carburettors

**Max power** 88bhp @ 5200rpm

**Max torque** 91lb ft @ 3500rpm

**Transmission** four-speed manual with overdrive, RWD

**Suspension: front** independent, by wishbones, coil springs, anti-roll bar **rear** live axle, semi-elliptic leaf springs; telescopic dampers f/r

**Steering** recirculating ball

**Brakes** discs front, drums rear

**Length** 14ft 8in (4470mm)

**Width** 5ft 4½in (1628mm)

**Height** 4ft 5½in (1369mm)

**Wheelbase** 8ft 5in (2565mm)

**Weight** 2480lb (1125kg) **Mpg** 25

**0-60mph** 18 secs **Top speed** 101mph

**Price new** £1440 **Price now** £20-40,000

### TRIUMPH ITALIA 2000

**Sold/number built** 1959-'63/350

**Construction** steel box-section chassis, separate steel body

**Engine** all-iron, ohv 1991cc 'four', twin SU carburettors

**Max power** 90bhp @ 4800rpm

**Max torque** 117lb ft @ 3000rpm

**Transmission** four-speed manual with overdrive, RWD

**Suspension: front** independent, by wishbones, coil springs, telescopic dampers, anti-roll bar **rear** live axle, semi-elliptic leaf springs, lever-arm dampers

**Steering** cam and lever

**Brakes** drums

**Length** 12ft 11in (3937mm)

**Width** 4ft 9¼in (1453mm)

**Height** 4ft 1in (1245mm)

**Wheelbase** 7ft 4¼in (2242mm)

**Weight** 2100lb (953kg) **Mpg** 30

**0-60mph** 11 secs **Top speed** 103mph

**Price new** 2.5m lire **Price now** £100,000

front 'screen) and came with overdrive, an oil cooler and reclining front seats as standard. It was said to be 60% local in content, with tyres from Pirelli and Ferrari 250GT doorhandles, while the ashtray and quarterlight catches were shared with the Aston Martin DB4. It also featured extensive internal sound-deadening for a more luxurious feel. Other details, such as the tail-lights, instruments and Sunbeam grille, were pure Rootes Group parts bin.

Both the British and the Italians were realistic about sales from the start, but even talk of 350 examples annually turned out to be wildly optimistic. Only 154 Sceptre kits were sent from Coventry to Milan, although a few more may have been assembled from leftover Alpine/Minx parts. Against a background of strikes at Touring's newly opened factory and problems at Rootes (the Imp was sending the firm broke), the Venezia was hardly a priority. When Touring ceased trading in 1965, the fate of the Venezia was sealed, although the last examples may have been assembled as late as 1967, and some were not registered until 1968. Following a 25% price reduction, the final 10 Venezias ended up in Spain.

*'The Italia could easily be a baby Maserati, while the quietly elegant Venezia is a pleasing combination of Lancia and Aston'*

Without knowing the history behind either car, both could be mistaken for Italian exotica. Mike Wheeler's slim, beautifully proportioned Italia could easily be a baby Maserati (it shares quite a lot with the one-off Michelotti BMW 507 as well), while the quietly elegant Venezia, with its quad headlights and glassy, slim-pillared roofline, is a pleasing combination of Lancia Flaminia GT and Aston Martin DB4.

The Italia was nut-and-bolt restored during lockdown by an ex-P&A Wood employee and has now been on the road for three years. It is one of the six original right-hand-drive Italias, but Mike knows of a further surviving example under restoration in the north-east.

John Neal bought his Venezia in 1982 and used it as a daily driver at first. Ownership has been a question of "preserving rather than restoring" says John, who produced a book on the Venezia in 1988 to celebrate its 25th anniversary. It is thought to be a 1965 example built for one of the bosses of Rootes Italia, with whom John reunited the car a few years ago, and one of only two right-hand-drive Venezias, if you include the prototype. Just in excess of 40 survivors are known worldwide.

Neither car gives any clues to its origins, although the Italia shows an indecent amount of its TR3A anti-roll bar and steering gear, seemingly more exposed here than on the British original. The Sunbeam has long doors that allow easy access to the rear seats, and an impressive, nicely detailed dashboard features the usual revs, amperes and water-temperature information, plus an oil-temperature gauge. The glovebox is huge and a grabhandle forms





Clockwise from top: comfortable seats in Triumph; short-throw gearchange; turned-aluminium cluster



Clockwise from top: Sunbeam's long doors aid access; satisfying gearchange; Nardi wheel, neat dials

part of the dash top. The (optional) Nardi wheel sits high on an adjustable steering column, and the deeply padded front seats don't help with rear legroom, although two modestly sized adults would fit for short trips.

The Italia, with its big, wood-rimmed steering wheel, is much the cosier of the two inside, but also has luxurious front seats with a padded area behind for a child or a dog. The prominent transmission tunnel is plushly carpeted and there is a touch of Lotus Elite about the shape of the instrument cluster, which uses original TR3 dials and switchgear with the familiar Laycock overdrive switch to the left of the wheel.

Although built to the same formula, the Italia and Venezia have different characteristics once under way. The low-slung and close-fitting Triumph feels dinky next to almost anything modern. It is smaller than it looks, but pretty from every angle while offering clear views fore and aft around its wafer-thin pillars.

The Italia's pedals are deeply buried and thoughtfully positioned for heel-and-toe work. A raucous, torquey engine permits second-gear starts, and you can play tunes on the seven possible ratios offered by the overdrive, which works in second, third and top in the notchy, short-throw 'box. Pick-up is lusty in all ratios without the need to use high revs – 3500rpm is sufficient for most open-road situations – as the big 'four' throbs and growls away to itself. Cruise in overdrive top and it smooths out, but even on a well-surfaced road you are conscious of trying to hold a steady course against a natural inch or two of straight-ahead play in the steering, while at the same time avoiding the worst of the craters in the asphalt so as not to run out of its limited suspension movement. It stops effortlessly – in a straight line – and corners flat and neatly on smooth surfaces.

The Sunbeam is a much gentler-natured car, with relatively soft suspension. Its light but lower-geared steering requires quite a lot of twirling, although feeding back sufficient understeer to make brisk cornering safe if unexciting. It is much quieter than the Italia (you could convince yourself that Touring's efforts with the sound-deadening actually worked), and has much more in the way of head- and shoulder-room in its airy cockpit.

Despite twin Zenith carburettors, the engine is relatively remote and prosaic-sounding, and must be worked harder than the Triumph's to extract performance. Changing gear to keep things on the boil is no chore, though, thanks to the well-defined lever movements and a smooth-acting overdrive on third and top; it automatically disengages in the lower gears.

Triumph's reluctance to continue supplying Ruffino with TR3A chassis and running gear was likely down to the fact that it had the TR4 waiting in the wings – a development certainly inspired by the shape of the Italia, and also designed by Michelotti. It didn't help the cause of the unlucky Venezia that it never got the latest 1725cc engine and full synchromesh 'box found in cheaper Rootesmobiles, although it would not have made a dramatic difference.

What it needed was a six-cylinder engine or, even better, a V8. What a shame the contract between the Rootes Group and Carroll Shelby to fit Ford 4.2-litre V8s into the Venezia was in effect quashed by the Chrysler takeover of the British firm in 1966.





From top: Triumph's steering needs plenty of correction even in a straight line; crisp tails; Venezia's helm is light and lower-geared







# Ace of diamonds

Riley had pinned its hopes on the technically advanced and beautifully engineered MPH, but the odds for success were stacked against it

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **MAX EDLESTON**







In these days of exhaustive market research before a new car is even teased to the public, Riley's gung-ho approach to pre-war launches would be anathema. 'Build 'em and they'll buy 'em' summarised the company's marketing philosophy, and perhaps explains why the 1935 MPH you see here is one of only 15 factory examples thought to have been built between 1934 and '35.

Why the MPH failed commercially we'll return to, but it remained a superlative, technically advanced and beautiful sports car that could claim bragging rights as a British Alfa Romeo 8C-2300 (works MPHs were second and third overall behind the Chinetti/Étancelin Alfa at Le Mans in 1934). It's no surprise that today genuine factory cars are valued at around £750,000, reflecting their rarity, drivability and near-90mph performance potential.

These qualities had been honed across a decade of racing success prior to the MPH's introduction. The Riley Nine had established the firm as a player after its launch in 1926. Its 1087cc 'four' with hemispherical combustion chambers and 90° inclined overhead valves was a rev-happy unit that avoided the complexity of overhead cams by locating its twin camshafts high in the crankcase instead. It was so well resolved that it formed the basis of not only the later MPH's six-cylinder engine, but also almost every Riley engine until 1957, long after the Nuffield corporation had taken control.

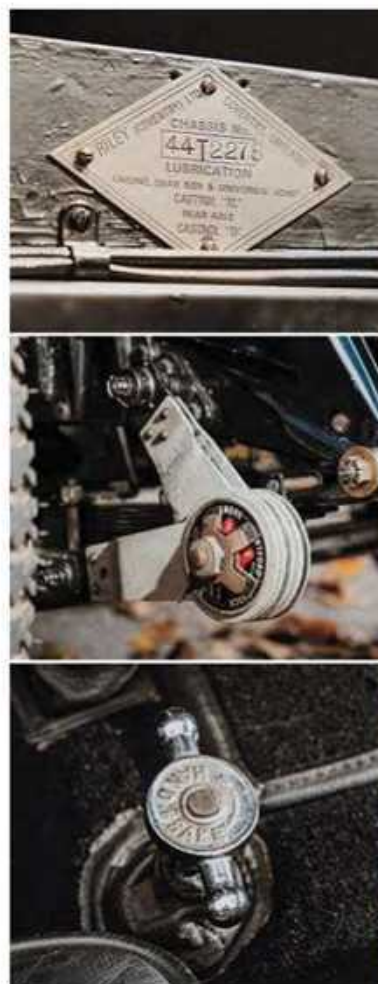
The Nine's competition roll-call was impressive and would have bolstered Riley's fortunes in the Depression era of the late '20s and early '30s. Works Brooklands Nines were first in class at the prestigious Ards TT between 1929 and '31, followed by an outright win in 1932. But MD Victor Riley's desire to push the company upmarket led to the introduction of the Brooklands Six as a sporting road car and more powerful racer. With its 12hp, 1½-litre 'six' – essentially the Nine's engine with two extra cylinders, but still eligible for the under-1500cc class – there was no doubting the improvement in the Six's performance. But it was less wieldy than the Nine and retained that model's six-year-old basic design, which was starting to look rather passé. Worse still, MG was snapping at Riley's heels with cheaper, smaller and more agile alternatives that better chimed with post-Depression buyers.

Riley responded quickly to the Six's lacklustre reception. It radically shortened the wheelbase from 9ft to 8ft 1½in and developed a chassis that ran above the front axle, then tapered down to nestle under the rear axle, allowing the car to sit low. Semi-elliptic springs appeared all round, controlled by Duplex-Hartford shock absorbers, while the 15in aluminium brake drums were actuated by Riley's 'Continuous Cable' system. Gone was the Nine/Six's tapered rear body, replaced by a shorter, rounded design. Riley entered four of these new works cars at the 1933 Ards TT and, despite early problems with the brakes meaning three failed to qualify, CR Whitcroft managed a first in class in the remaining car

and eighth overall in the race. On a roll, Riley then entered two 'mystery' works cars in the following year's RAC Rally, sporting stylish aluminium bodies more akin to those from an Italian *carrozzeria* than a Coventry factory. Those in the know recognised them as the TT cars with more exotic-looking bodies. Shortly after, in May 1934, *The Autocar* revealed that the cars were, in fact, examples of Riley's new sporting model, the 'MPH Six'.

The first production MPHs rolled out of the factory in the summer of 1934. Riley offered three versions of the Nine-derived 'six' for the rakish MPH from launch: a 1459cc 12hp; a 1633cc 14hp; and a 1726cc 15hp. Presented as 'a British car of the highest quality which is in every way suitable for everyday use', the MPH was little changed from the previous year's TT racers, save its bodywork. The brake drums were pressed steel, not aluminium, and there was the option of a four-speed preselector ENV gearbox – as in 'our' car – to replace the manual crash 'box. Drive was delivered from either transmission through a torque-tube-enclosed propshaft to the rear wheels, with 87.13mph achievable in top at a maximum 5500rpm – an extraordinary speed for a mid-'30s sports car. *The Autocar* was among the first to review the MPH, concluding: 'To the open-air-loving motorist with sporting tendencies, this new Riley MPH should prove singularly attractive.'

Gushing praise, though, was not enough to engender the MPH to buyers. Pricing was its greatest bugbear: at £550, it was hugely expensive and out of kilter with its rivals. Cars such as MG's six-cylinder NB Magnette represented a more off-the-shelf choice versus the bespoke quality of the MPH, but it was



From top: maker's plate; Duplex-Hartford adjustable shock absorbers provide great control, but added to the MPH's price; handbrake sits just aft of the gearlever



Elegantly sculpted but understated rear end helps define the MPH's compact aesthetic, but a near-absence of storage space was a blow to practicality





*'Gushing praise was not enough to engender the MPH to buyers. Pricing was its greatest bugbear'*

almost as fast, more practical and cost in excess of £200 less. The Riley also suffered from a small cockpit and almost no luggage space, with the area beneath its pert rear body taken up by the fuel tank and spare wheel. Then there was its Imp sibling, which undoubtedly stole thunder from the MPH. The Imp was sold concurrently and was in design terms a near facsimile of its more powerful sibling. Fitted with the Nine's 1087cc 'four', it lacked the MPH's outright performance (Riley claimed a 70mph top end), but was lighter and, crucially, cost just £325. The MPH was doomed from the start, which explains why only 15 or so (estimates vary, due to each one being built to order) were produced, including two prototypes.

The example with us today is one of the best-documented factory-built MPHs remaining. Chassis 44T 2278 – originally registered as a '14.29hp black Riley Saloon' – received its Rutland number FP 2831 on 16 February 1935, before being delivered to its first owner, a Mr John Cecil Noel of Oakham. Noel was clearly a Riley enthusiast, having already owned a Monaco and a Nine Falcon; he was an accomplished driver, too, finishing 11th at

Le Mans the previous year driving an Aston Martin International. Noel sold 'FP' in 1937 (tragically, he was killed in action during WW2) and the following owner, Victor Auckland, bought it from Oakham dealer Dale & Pearce the same year. Auckland used the car through the war years, even applying a chequerboard marking to its rump to make it more visible during blackouts. It was then sold to the aptly named Peter Riley, an occasional BMC works driver who repainted the car burgundy but only kept it briefly. In 1948 FP caught the eye of South African Denzil Penny in Gurney Nutting's showroom in Hanover Square, London. Penny paid £550 – what FP would have cost new in 1935 – and, after a road trip to Scotland in appalling weather, returned to his native country, taking the MPH with him.

FP's time in South Africa was full of highs and lows. The Riley was re-registered CA 74190 and campaigned in local club races. In 1959 Penny sold the car to Edward Wilson, a 19-year-old student, for £250. Wilson undertook a partial rebuild himself, funding it through work as a part-time taxi driver in Cape Town. By sheer coincidence, one of Wilson's fares

was Victor Riley's widow, Dorothy Champney, visiting the country on a world tour. Wilson was so overwhelmed by the meeting that he took her to see his partially rebuilt MPH and offered her a ride in it – which she politely declined.

After Wilson sold the MPH to its subsequent custodian, Harry Gormley, it fell into disrepair and was poorly stored for almost three decades. When Gormley died in 1992, Riley enthusiast Rodney Green from White River, SA, purchased the car from Gormley's estate and took on the by then mammoth task of bringing the Riley back to its former glory. Green had to replace many missing parts, such as the radiator and the unique three-plunger oil pump, but before he had completed the work the car caught the interest of Essex-based Riley specialist Peter Lee, who persuaded Green to part with it.

Returning the MPH to the UK in 1998 – its first time 'home' for 50 years – Lee continued the restoration, which revealed that the car's original 1726cc motor had been bored out from 62mm to 64mm and fitted with a Laystall crankshaft and ERA conrods – presumably work carried out during its time in SA. What's more intriguing is that the Riley's original



ENV preselector 'box, which had been stripped, was revealed to be a race-spec, close-ratio unit, with roller bearings throughout. Other original deviations from the standard MPH included two separate, forward-facing SU fuel pumps fitted to its front bulkhead, a Bluemel's steering wheel and brackets enabling aeroscreens to be mounted on its windscreen uprights as draught deflectors. FP 2831 (its original number by then reinstated) also sported 36 bonnet louvres, instead of 37 as on all other MPHs.

Today, this MPH is owned and enjoyed by Riley specialist Blue Diamond's David Parry. Its minder today, David's business partner John Lomas, admits that the frequently used car is not concours – although it was resprayed four years ago and appeared at the London Concours in 2021 as part of the Queen's 95th-anniversary display. For me, the MPH is one of the prettiest and most captivating pre-war car designs to gaze at. From its close-set Lucas headlights and long, low bonnet to the graceful sweep of its arches towards the handsome beetleback rear, the MPH is a work of art – and a quality-engineered one at that. Lift the bonnet and the straight-six is mounted low in the chassis. On the nearside, two elegantly curved three-branch exhaust manifolds shroud the engine block, with its finned crankcase and sump. On the other side, twin SU HS4 1¼in sidedraught carbs sit behind a large Scintilla distributor, and in front of that is a modern electric radiator fan (the Riley 'six' runs quite hot). The ensemble is beautifully laid out, as you'd expect from a manufacturer charging such an ambitious price.

The MPH is small, though. My 5ft 7in frame would likely have been about average in pre-war times, but entering the snug cabin still requires some gymnastics before you're sitting (very close) behind the large Bluemel's wheel. Eight Jaeger dials cover the dash, with the 6000rpm tach and 120mph speedo dominating your view. An ignition advance/retard lever and lighting control sit on opposite sides of the steering-wheel hub; just behind it, an inch or so down the column, is the quadrant and lever for the Wilson-patented ENV preselector 'box.

Ignition on, push the starter and the Riley's vocal little 'six' bursts to life. A regular crash gearbox from this era generally requires plenty of skill and finesse to master, but the MPH's preselector is simplicity itself. It's an epicyclic 'box with a set of planetary gears and clutches transmitting drive from the engine to the rear axle. An engagement pedal takes the place of a clutch, but it is only used conventionally to pull away or as you draw to a halt; at other times, a quick dip of the pedal is all that's required to engage one of the four forward gears that you've selected in advance via the quadrant's lever (as long as engine speed exceeds 850rpm).

A drive on Bicester Heritage's short but technical track proves how effective the system is, with advance selection of gears leaving you free to focus on the steering, and a mere jab of the left pedal needed to facilitate a super-quick and clean gearchange; it is in effect a pre-war version of today's dual-clutch automatic



High-g geared steering demands forceful inputs, but grip is impressive

transmissions – and it's almost as responsive.

But the trick gearbox is only a bit-part player in the MPH's impressive repertoire. On track, the car feels decently potent, helped by having relatively short gearing (around 17mph per 1000rpm in top). There's a rich seam of torque from 2500-3500rpm that's ideal for the cut and thrust of this track, but the engine's willingness to rev is too tempting to ignore – along with the cultured bark from its single exhaust. You feel as if you're manhandling the MPH through bends, due to both your proximity to the large wheel necessitating an arms-out attack, and the amount of heft required turning into corners thanks to the relatively high-g geared set-up. But you're rewarded with ample grip from the skinny front tyres and a rear end that breaks away progressively and controllably as you up the pace. Out on fast B-roads the ride is



Large four-spoke Bluemel's wheel dominates snug cockpit. Below: ENV preselector 'box is effective and easy to use; wire wheels shroud steel brake drums



firm, but body control is superb, as is the MPH's braking performance. You really have to keep reminding yourself that this is a 90-year-old motor car as you press on along these sinuous roads, frequently clipping 60mph with ease.

On our return to Blue Diamond's workshop, John suggests that, for many, a Riley Imp matches the MPH in so many ways, and is lighter, more drivable and more affordable – and, objectively, I'm sure he's right. You could also argue that the MPH was a white elephant: the wrong car at the wrong time. But it remains a snapshot of Victor Riley's determination to launch a pinnacle model in its class that would raise the bar above all others. Today, its outright pace, sheer rarity and six-cylinder cachet have helped it achieve just that.

**Thanks to** Blue Diamond Riley Services ([blue-diamond-services.co.uk](http://blue-diamond-services.co.uk)); The Riley Cars Archive Heritage Trust ([rileycarsarchive.org](http://rileycarsarchive.org)); Robin Cameron's book, *The Riley MPH*





## RILEY MPH

**Sold/number built** 1934-'35/c15

**Construction** pressed-steel chassis, underslung at rear, aluminium body

**Engine** all-iron, ohv 1726cc straight-six, twin 1¼in SU HS4 carburettors and magneto ignition

**Max power** 56bhp @ 4800rpm

**Max torque** n/a

**Transmission** four-speed ENV preselector, RWD

**Suspension: front** radius rods

**rear** live axle; semi-elliptic leaf springs, Duplex-Hartford dampers f/r

**Steering** Riley 'frictionless' worm and wheel **Brakes** drums

**Length** 12ft (3657mm)

**Width** 4ft 9in (1447mm)

**Height** 3ft 6in (1066mm)

**Wheelbase** 8ft 1¼in (2463mm)

**Weight** 2019lb (916kg) **Mpg** 22-24 (est)

**0-60mph** n/a **Top speed** 87mph

**Price new** £550 **Price now** £750,000

*'There's a rich seam of torque that's ideal for this track, but the engine's willingness to rev is too tempting to ignore'*



From top: free-revving 'six' exhales via artfully snaking manifolds; twin 1¼in SUs. Main: impressive agility and deft body control belie the MPH's advancing years



# *‘Two weeks ago I could barely let alone a dark*

A great co-driver is priceless on the unforgiving stages of the British Historic Rally Championship. C&SC sends a wide-eyed pacenote novice to learn the ropes the hard way

WORDS RYAN STANDEN PHOTOGRAPHY ANDREW SCOTT





*describe the job,  
navigate  
forest stage'*







Clockwise from top left: Phil Bradshaw gets stuck in; sustainable refuel; wheel-change practice; team gets hands-on

I can't shake the feeling that I'm not ready for this. It's 8:40pm on a chilly Friday in September and I'd rather be thinking about bed, not sitting on the startline of my first-ever rally. The marshals stamp our timecard and the one-minute countdown begins to Trackrod Rally Yorkshire's first challenge, a 13.26-mile loop of Dalby Forest. Driver Tony Jardine has heaps of experience – he's competed in rallies across the world, from Scandinavia to New Zealand – and I don't want to let him down. But two weeks ago I could barely describe a rally navigator's job, let alone call out pacenotes on a pitch-dark forest stage.

The RAC Rally was a fearsome test for cars, drivers, co-drivers and engineers. In 1969 the five-day, 2400-mile, 73-stage epic started in London at 11am on 15 November, but the action really began that night with the first stages in North Yorkshire. From 9pm, Ford Escort Twin Cams, Saab 96s, Mini Coopers, a Porsche 911 and more ventured to the North York Moors, where they faced six timed runs – including Dalby South, the longest test on the event. Rising Finnish star Hannu Mikkola was behind the wheel of an Escort, hoping to repeat his success at the previous year's 1000 Lakes Rally. It wasn't to be: he left the road in Dalby Forest and ended his charge; not long after, Swedish pilot Stig Blomqvist crashed in the same spot. It was the Flying Finn's earlier incident, however, that gave the corner its enduring nickname: Mikkola's Bend.

I've been warned about it. The tricky series of right-handers has been given a scribbly underline in my pacenotes. As have some last-minute recommendations from fellow competitors Dave Shepherd and Dave Watkins: last night's heavy rain has left the single-track gravel road extra-slippery, especially on the downhill run to the first corner. Despite some late-night revision sessions and a co-driving

crash-course from rally ace Glyn Thomas, I'm beginning to regret signing up for this.

Leading up to the event, Glyn sent me a clip from the BBC's *In at the Deep End*, following presenter Chris Serle's two-month journey from total novice to Roger Clark's co-driver on the 1981 RAC Rally. He received advice from Rauno Aaltonen, Jackie Stewart and Stirling Moss, plus got some off-road driving lessons in a Ford Escort Mk2. Clark and Serle put in a fine performance, finishing 10th overall. During his five-day trial by fire, Serle even took the wheel for an impressive stint around Donington Park, but he also sent Clark the wrong way on the M6 motorway during one of the road sections. The detour put the pair 40 minutes behind and Clark failed to see the funny side. I had already made a similar – but fortunately not quite so costly – mistake on the

*'Towering trees absorb the spotlights' glow, while stacks of logs at the side of the track provide another navigational test'*

trip between the coastal town of Filey and the stage start at Dalby. Thankfully, we quickly got back on track, and Tony was more forgiving than 1972 and '76 RAC winner Clark.

With 30 seconds to go, I give the first page of my notes a final once-over. Serle had to make do with Ordnance Survey maps on the '81 RAC Rally because crews were banned from using pacenotes until 1990. Luckily, I have a detailed set of instructions to guide us through every stage. All I need to do is read them out at the right moment: "80 CLg Fast 3LSlippery<5L 130."



From top: kicking up the gravel on the final stage, Langdale; a rally driver needs complete trust in their co-driver – Ryan is working on it...







From top: Tony has a wealth of rallying experience, his co-pilot has none; "Has anyone seen my glasses?"



What looked like a confusing algebra equation a couple of weeks ago finally makes sense. The alien scribbles explain everything a driver needs to know, including the radius of a bend, what's beyond the next crest and whether or not they can cut a corner.

It's all fairly easy to grasp once you know what the symbols and abbreviations mean. Here, '80' refers to the number of yards to the next instruction; 'CLg Fast' translates as a long, fast crest. Then it's on to '3LSlippy<5L': 'L' indicates a left-hander, while the '3' explains how tight it is (1 is the tightest, while 6 denotes an open, full-throttle bend). So here it reads as 'three left (slippy), opens into five left'.

"Five, four, three, two, one," I call. The revs spike and the 1973 Chrysler Avenger's knobby tyres scrabble for grip on the loose surface. The steering wheel writhes through Tony's hands as he tackles the first sequence, a hairpin around an island into a square right: "Turn2R → TytHpLAr.Island SqRJoin." Towering evergreen trees that line the route absorb the glow from the spotlights, while stacks of logs alongside the track add another navigational test.

The first proper challenge comes when we reach the Woodyard, Dalby's most popular spectator section: "Late3L → TurnSqL + TurnSqR." Tony performs some opposite-lock heroics as a flurry of cameras flash from the darkness – a reminder that rally fans really are a hardy bunch. Soon after, a series of left-handers catch me napping, and my side of the car falls silent until Tony helps me to reset.

Now it's Mikkola's Bend: "Short4R<V.Lg2R> !V.Lg4RDC Slippy" – very long, don't cut, slippy. We make it through without a problem. A few corners later, I catch a glimpse of the top of the pacenotes and notice that we're on page 15 out of 16. Phew! The relief is short-lived, though. We enter a tight right-hander too hot and strike a grass verge. The engine dies, the spotlights flicker off and Dalby suddenly feels harsh and



lonely once again. There's silence, until the faint buzz of the chasing Ford Escort Mexico begins to echo through the forest. A flurry of marshals springs into action and pushes the Chrysler out of harm's way. Tony presses the starter. Nothing. The power-sapping spots have drained the battery, but if we can't get going we won't be allowed to compete tomorrow. Our only option is a bump-start and, as soon as there's a gap, we get a push to the next corner and the car shudders back to life: "TurnSql Tarmac 350 OC/Finish." We complete the stage in 26 mins 53 secs, a long way behind our class rivals and 12 minutes shy of the night's fastest time. It's not quick, but at least we've made it.

After a 40-minute drive we arrive back at the service area in Filey, where we're greeted by PB Engineering's Phil and Alex Bradshaw, who look after Tony's Avenger. With help from James McWhir, they set about preparing the 1600 GT for Saturday, while Tony and I go to get a bit of shut-eye – a luxury for the crews that competed in the 1969 RAC Rally, who operated on next to no sleep. Across five days, there was just one overnight stop in Blackpool.

On Saturday morning it's a relief to see the sun, and the roads skirting the North York Moors are far less intimidating in daylight. Back in Filey we meet Phil, Alex and James, who are busy completing final checks on the Avenger ahead of today's first stage, Cropton. Phil is also calculating how much petrol we'll need because, unlike our competitors, we won't be stopping at the pop-up refuelling station. The 1598cc 'four' is running on Sustain biofuel, which is not available on tap through the event, and the regulations don't permit fill-ups outside the designated sites. It's a test of Phil's mental mathematics, Tony's ability to drive economically on the road and Sustain's claim that its fuel can be used in any internal combustion engine without modification, while also delivering a substantial reduction in greenhouse gases. Our support van runs on the firm's sustainable diesel, too.

From Filey, we drive to Saturday's first time control, at the NY500 café, then on to Cropton. It's a fast, 9.29-mile stage, but thankfully my confidence has increased tenfold from last night and I feel significantly more at ease in the navigator's seat: "Lg4RThru Gate → TurnSqRNarr, Thru Gate." Tony stomps on the brakes to scrub off some speed before we reach the first of many 90° corners. He threads the Avenger through Cropton Forest while I reel off 12 pages of pacenotes and we finish in a respectable 10 mins 28 secs.

Next up is Gale Rigg. We're finally both in the groove and Tony's driving becomes more relaxed as he gains trust in my calls: "100 TurnHpL/Loose + 6R." The Chrysler blasts out of the forest and squirms around a hairpin corner, suddenly parallel with the tops of the trees sprouting from the small valley beside us, before we dive back down into the mighty evergreens. We pass a smashed-up Saab 96 and a similar Escort Mk2, a reminder that we're not invincible – and there's still a long way to go.

There's one more challenge before Saturday's lunch stop: Staindale, a 5.87-mile stage named after the nearby lake. We join the queue of cars at the time control, then hop out to put on our helmets, fireproofs and other gear. I strap myself back in, pull my harness tight and plug



Left, from top:  
pre-stage nerves;  
Tony puts Ryan  
at ease; at speed  
on the loose stuff.  
Main: getting into  
the groove on the  
Cropton stage

in the intercom while Tony edges towards the startline. It's only when I look ahead to catch a glimpse of the first corner that I realise I've lost my glasses. Did I leave them on the roof? Probably, but it's too late now. "Five, four, three, two, one," I shout, squinting slightly to see the upcoming left-hander. Thankfully, I can manage without the specs, but it's a snag I could do without. Through more remarkable scenery, we climb hills and carve through dense foliage: "40↑ Lg6R/C Finish." It's over in a flash.

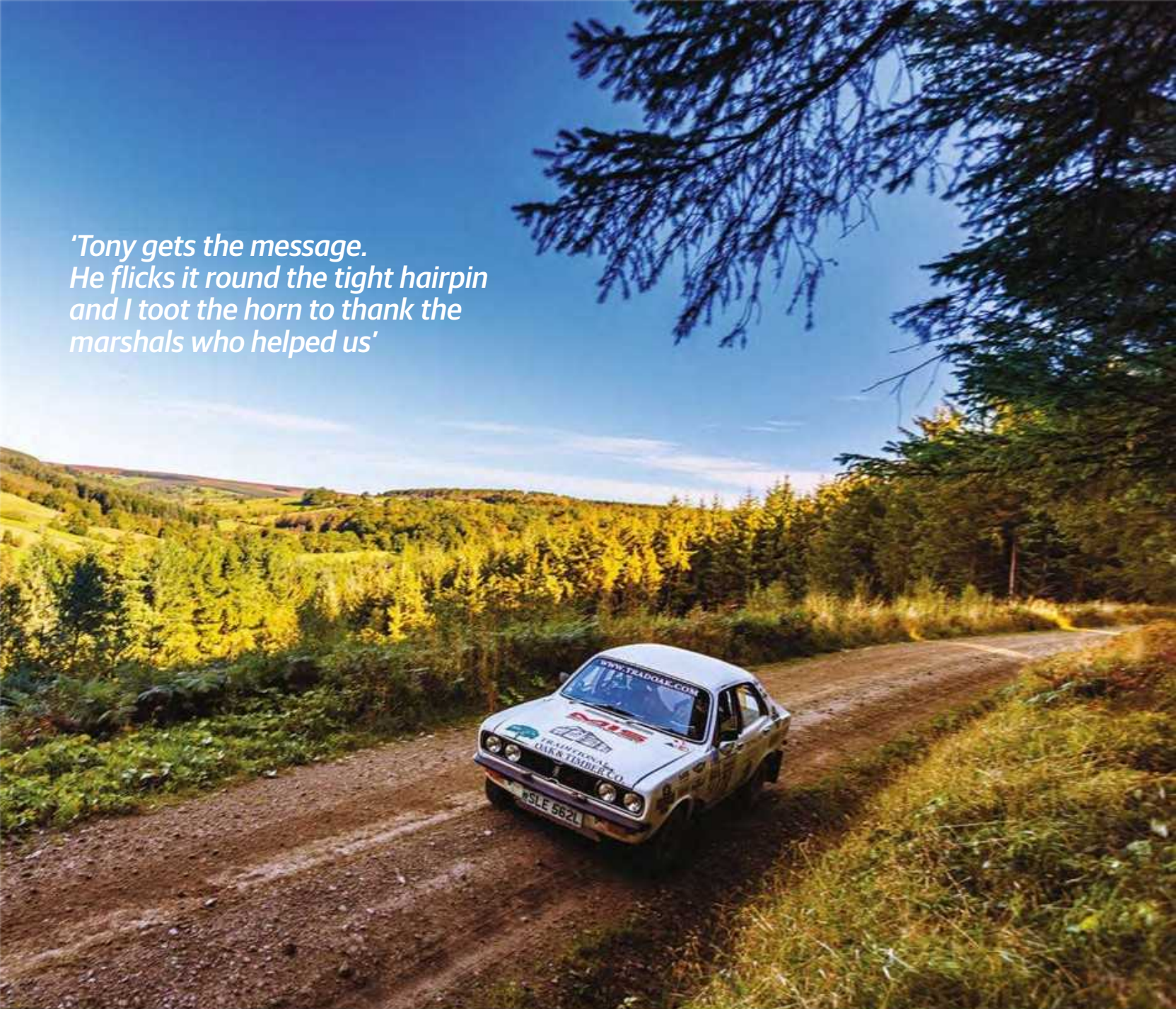
Back at Filey, the PB Engineering team give the Avenger a speedy look-over, but we haven't got long until we need to be back on the road again. Stage five is a repeat of last night's trial: Dalby. Tony and I go over the pacenotes and highlight the corner we misjudged last time around to make sure we don't make the same mistake. As we exit the time control at the service area and head for the forest, a wasp flies in through the window and buzzes around the cabin for 10 minutes. Our new mascot, or nature's way of telling us to turn back? I'm not sure, but there's no chance for cold feet now.

From the stage start, Dalby looks almost unrecognisable and the dappled light falling through the canopy creates a picture-postcard scene. No time to daydream, though. I put my new expertise in counting backwards to good use again and shout: "Go!" We conquer the Woodyard, slide round Mikkola's Bend and fly past the felled logs without misadventure before arriving at the corner that caught us out last night: "Keep2L TytHpRAr.Island, DC." I call the instruction with extra urgency to make sure Tony gets the message. He flicks it round the tight hairpin and I toot the horn to thank the marshals who helped us. We slash our previous attempt's result by more than 10 minutes.

One more stage to go: Langdale. Little more than 10 miles left before my first weekend of rallying is over. Annoyingly, a few corners in, I get lost in the pacenotes and Tony does some nifty driving without instructions. Once I find my place, we navigate the stage neatly. We finish in 11 mins and 22 secs, setting an overall stage time of 1 hr 20 mins 32.1 secs. It's a fair bit off our closest competitors, but a solid attempt



*'Tony gets the message.  
He flicks it round the tight hairpin  
and I toot the horn to thank the  
marshals who helped us'*



Left-right: Tony Jardine, C&SC's Ryan Standen, and fellow competitors Carl Williamson and rally ace Mark Higgins

for a first-timer, and my driver is happy with the performance. It's been a helpful warm-up for Tony, who is preparing for the week-long Silver Fern Rally in New Zealand. There's one more test for Phil's fuel calculations, too: we're given a revised route back to Filey due to some local flooding. We make it to the final time control and finish without a glitch, though.

In the 1969 RAC Rally, 153 cars departed London, but just 69 made it to the finish. For Hannu Mikkola, his time finally came in 1979, when he won the event alongside Arne Hertz in a Ford Escort RS 1800. He went on to win the RAC three more times, including the year Serle partnered with Clark. Since 2004, the biennial Roger Albert Clark historic rally has revisited some of the original RAC's most famous stages, including many of those used in the Trackrod Rally Yorkshire. It's back in 2025 and, whether I'm in the hot seat again or simply spectating, you'll be sure to find me there. 🏆

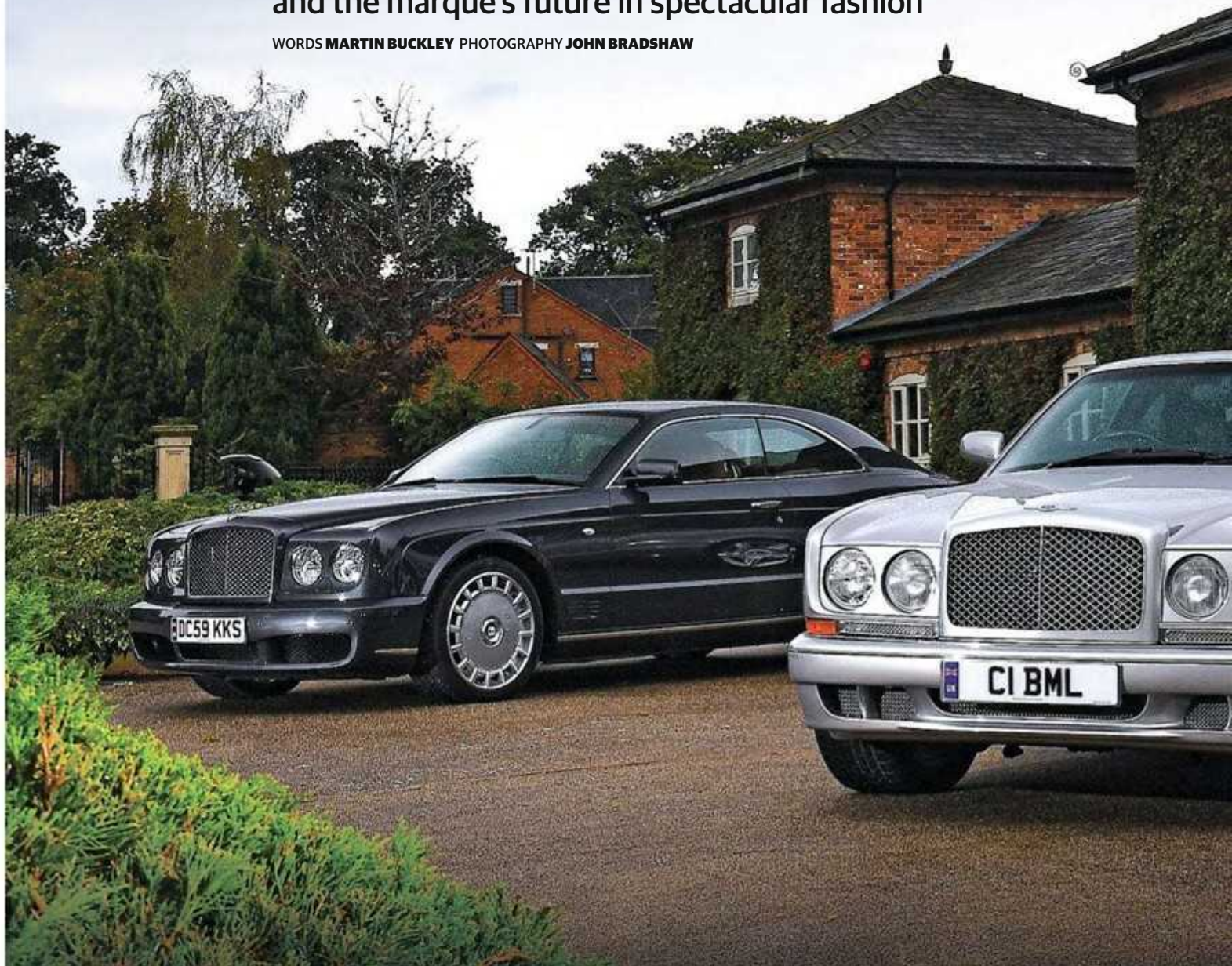
**Thanks to** Tony Jardine, Glyn Thomas, James McWhir, and PB Engineering's Phil and Alex Bradshaw



# Crewwe's control

When Bentley was taken under Volkswagen's wing, the Brooklands and Azure settled the Continental R's story and the marque's future in spectacular fashion

WORDS **MARTIN BUCKLEY** PHOTOGRAPHY **JOHN BRADSHAW**









**A**s well as perpetuating the important commercial success of the Continental R (1854 examples sold over 12 years), the Bentley Azure and Brooklands were conceived to reaffirm the make's status, under German ownership, as a standalone luxury name. Not just hand-finished, but truly elite, handmade cars: a credible attempt to reinvent the glamour of the genuinely coachbuilt models of the 1950s and '60s for 21st-century sensibilities.

At nearly three tons, the two-door, 18ft-long, four-seater hardtop Brooklands was roomier inside than any contemporary coupé, with nearly as much headroom in the back as the Arnage on which it was based. The wheelbase was the same as that of the decade-old four-door, so 6ft 2in plutocrats could lounge in its twin adjustable rear seats with legroom to spare, and it carried over the double-wishbone, adaptively damped suspension (but with tighter spring rates) and the six-speed ZF automatic 'box with lock-up torque converter. To retain rigidity, the old Continental R had a B-post: the Brooklands was Bentley's first pillarless hardtop, hinting strongly that Crewe now had the technological muscle to build

Brooklands' size belies its agility. Left, from top: 18in alloys for Final Series; huge 20s on VW-era Azure; modern detailing for later Azure T



a truly stiff body, with or without a central roof pillar. Much was made of the fact that the 'floating' appearance of the rear 'screen could only be achieved by hand-welding the rear wings to the C-post. A full 16 cowhides were used to trim the interior (including a whole one for the headlining alone), but the 374-litre boot caught some flak for being on the shallow side.

Powered by a twin-turbo V8, the Brooklands was said to have the highest peak torque of any production eight-cylinder unit at the time: 774lb ft from a refreshed, twin-low-inertia-turbo version of the already venerable 6.75-litre all-aluminium V8, which, at 530bhp, was producing nearly 200% more power than the 6.2-litre original of 1959.

A reprofiled camshaft and tweaks to the timing were chief among dozens of other changes, detail and not so detail, in the name of more power, better refinement and fewer emissions. But the camshaft was still gear-rather than belt- or chain-driven, and still working valves by way of pushrods to give 90% of its peak torque between 1800 and 3800rpm.

It was good for nearly 190mph and 0-60mph in 5 secs, and it was almost worn as a badge of honour that, like the Azure convertible on which it was based, the 9mpg Brooklands was the thirstiest private car sold in North America, according to the US Department of Energy.

That's city driving and American gallons, mind you, which are smaller than ours: you would break double figures in British imperial measurements and get up to 18mpg at a gentle cruise. And owners were more likely to be interested in the fact that the 96-litre fuel tank

would manage 321 miles between fill-ups.

While I am not averse to a large, luxurious two-door car, for me the Brooklands, first seen at the Geneva Salon in 2006, always looked a bit of an over-egged pudding. In contrast, the second-generation Azure, as a lavish four-place convertible with the same styling below the waist, appeared to have more of a purpose in life. Inevitably the gubbins required to accommodate the hood robbed the boot of luggage space, though: now down to 310 litres.

It first appeared in concept form as the Arnage Convertible at the 2005 Los Angeles Auto Show and was a production reality for the Frankfurt unveiling by autumn, complete



Azure T uses 500bhp, 738lb ft incarnation of Bentley's long-serving 6.75-litre pushrod V8





Continental R Mulliner runs on regular-length wheelbase rather than the 4in-shorter option used by the T variant



*'The Azure captured the flavour of south of France luxury and decadence perfectly'*



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with carbonfibre chassis reinforcements and a three-layer hood that stowed very neatly (and electro-hydraulically) in just 30 secs.

The Brooklands had the louche appeal of a personal vehicle that was purely recreational and hedonistic. Like the Azure, it was a car to be seen in, to drive oneself in. The Brooklands owner, had he or she required the practicality of rear doors, doubtless had a fleet of more everyday luxury vehicles from which to choose. Bentley's marketing department calculated that its target Brooklands customer might own as many as 14 other cars.

This Anthracite Grey Brooklands from the Bentley Heritage collection was produced in January 2010 and was the very last one built. Ditto the Venusian Grey Azure, a T variant (introduced in 2008) with the 500bhp/738lb ft V8, a billet fuel cap and 20in alloys. It is one of just two produced at the beginning of 2010. To compare and contrast during our time at the company's rapidly expanding Pym's Lane site, Bentley laid on a Continental R coupé of the 1991-2003 generation, in this case a Mulliner edition (one of 191 built) with the 420bhp V8 in the normal-wheelbase coupé shell rather than the 4in-shorter Continental T. This is one of 11 Final Series cars built in 2003, with quilted leather and black, lacquered wood. As the first Bentley to have a body unique to it since the early 1960s, this handsome two-door had finished the process of giving the marque an identity separate from Rolls-Royce.

The older car, even in wide-body guise, is more self-effacing and compact than the lardy Brooklands and Azure, but the John Heffernan/Ken Greenley Continental R design is honoured by Dirk van Braeckel in the shape of the bootlid and the curved hip over the rear wheels.

In all cases, the long, heavy doors have tactile pushbutton outer handles and twin releases inside to service rear occupants. The earlier Mulliner feels quite narrow compared with the Brooklands/Azure (there is 10% less shoulder room), and its looming dashboard is dominated

## BENTLEY CONTINENTAL R MULLINER

**Sold/number built** 1999-2003/131

**Construction** steel monocoque

**Engine** all-alloy, ohv 6750cc V8, with

Garrett T04B turbo and fuel injection

**Max power** 420bhp @ 4000rpm

**Max torque** 650lb ft @ 2000rpm

**Transmission** four-speed automatic, RWD

**Suspension** independent, at **front** by wishbones, anti-roll bar **rear** semi-trailing arms, self-levelling; coil springs, electronic dampers f/r

**Steering** power-assisted rack and pinion

**Brakes** vented front, solid rear discs, with servo and ABS

**Length** 17ft 6¼in (5342mm)

**Width** 6ft 9in (2058mm)

**Height** 4ft 9½in (1462mm)

**Wheelbase** 9ft 10¾in (3016mm)

**Weight** 5295lb (2402kg) **Mpg** 13

**0-60mph** 5.6 secs **Top speed** 170mph

**Price new** £230,000 **Price now** £100k

## BENTLEY BROOKLANDS [AZURE T]

(where different from Continental R)

**Sold/number built** 2008-'11/400

[2006-'10/787]

**Engine** 6761cc V8, twin turbochargers

**Max power** 530bhp @ 4000rpm [500bhp]

**Max torque** 774lb ft @ 3000rpm [738lb ft]

**Transmission** six-speed automatic

**Suspension** double wishbones, anti-roll bar f/r

**Brakes** ventilated discs f/r (optional carbon-ceramic)

**Length** 17ft 9in (5411mm)

**Width** 6ft 9¾in (2078mm)

**Height** 4ft 10in (1473mm)

**Wheelbase** 10ft 2¾in (3116mm)

**Weight** 6008lb (2725kg) [5941lb (2695kg)]

**Mpg** 9-18 **0-60mph** 5.3 secs [5.5 secs]

**Top speed** 184mph [179mph]

**Price new** £230,000 **Price now** £150k



*'As the first to have a unique body since the early 1960s, it finished the process of giving Bentley a separate identity'*

The firmer-riding Continental R Mulliner can't match the broad-batted composure of Brooklands and Azure







Continental R's dashboard and console have an imposing feel, with gauges aplenty. Drilled pedals are common to all three



Azure offers firm but supportive seats and a commanding view out; fabric roof folds and stows away in just 30 secs

by a central stack of chrome-rimmed minor gauges, a separate starter button and the classic 'organ stop'-regulated ventilation outlets.

The seats in all are firmer and sportier in feel than you might expect, but offer commanding views forward and reasonable over-the-shoulder vision – even with the fat C-pillar that comes with the swoopy Brooklands roofline.

In the Brooklands and Azure you can drop or raise all four side windows with a single chrome button. The diamond-patterned leather is inviting, the sweep of wood and chrome-edged dials as magnificent as the fully adjustable steering wheels used in both cases look ordinary. Conversely, the drilled-aluminium throttle, brake and parking-brake pedals in all three try a bit too hard to look 'heritage'.

Such cynical thoughts are soon brushed away by the sweeping authority of the acceleration of these unnaturally aspirated Bentleys. Squatting its tail and lifting its nose, the firm-riding Continental R Mulliner has a handier feel and all the power you could ever want. But it can't match the composure offered by the 21st-century cars, where a Volkswagen-funded development budget allowed the contrasting requirements of ride and handling to be brilliantly reconciled. The steering of the Brooklands is light but well-damped and communicative, road noise is nicely isolated and the brakes are magnificent. That vehicles this large and heavy can move this quickly, turn in this neatly and cover the ground with such a light touch defies logic. They leave you with an impression of epic, instant torque and relentless, silky thrust: urge that feels dramatic only in the sense that the scenery is moving past the windows at an ever-increasing rate.

The older car remains a fantastic drive, but you can feel the gearchanges and hear the rush of air being inhaled as it lunges through its ratios. The Brooklands, with the windows raised, gives out a remote and occasional breathy whoosh; top up, the Azure is almost as



Brooklands' rich leather trim amounts to 16 full cowhides. Left: plaque marks this as last example to leave Crewe

quiet. Floor the throttle and 30-50mph takes less than 2 secs in the Brooklands, and you are up to 100mph in the time it takes most mortal cars to get to 60. The convertible is 30bhp adrift, but there is no practical difference I could identify on the road. The rev counters in all of these Bentleys are redlined at 4500rpm, but you never get anywhere near that. It seemed superfluous to engage the Sport modes for the gearbox or the suspension, and in the later cars I was very happy with the gentle ride and the occasional bump-thump from the 255/40 R20 tyres. Also impressive is the lack of body shake exhibited by the Azure, which is a truly special place to be in with the top lowered. Bentley claimed the body was four times stiffer than that of the earlier, Continental R-based Azure.

Now more beloved of corner-shop owners than Premier League footballers, the 2003-'11, VW Phaeton-based Continental GTs were not exactly accessibly priced. The Brooklands and

Azure were pitched a level above, at those more sensitive to exclusivity than cost. Being born into the era of the Mercedes-Benz SLR McLaren and Bugatti Veyron, it is a surprise to find that the £230,000 Brooklands didn't even make the top 10 most expensive cars when production started in 2008; a variety of bespoke details and finishes could boost that total easily by £30,000. A retractable Flying B on the radiator shell, for instance, was a £2250 option, ceramic discs an incredible £20,000 extra, although they were said to last the life of the car. They might have been worth the money, because brake fade – after successive high-energy stops – was a recurring theme of Brooklands and Azure road tests in the early 2000s: *Autocar's* 2006 observation that the 168mph, £226,000 Azure weighed as much as three Renaultsport Clio's illustrated the point well.

As a giant, super-luxury ragtop, the Azure did not have a competitor until Rolls-Royce introduced its Phantom Drophead Coupé in 2007, priced a full £55,000 stronger than the Arnage T. True Brooklands rivals were the likes of Ferrari's 612 Scaglietti and Mercedes-Benz's CL65 AMG, both significantly cheaper.

The first year's production sold out rapidly, but, having been born into the teeth of a recession, the Brooklands turned out to be





more exclusive than Bentley had intended: only 400 of the 550 cars planned were produced, and only 97 of those were for the UK, where values have held up well. The 2006-'10 Azure fared a little better with 787 built, peaking at 350 annual units in 2007.

The Azure name had its origins in one of Robert Jankel's two-door Silver Spirit drop-tops built for the Sultan of Brunei, and it was carried over from the earlier generation based on the Continental R. It captured the flavour of south of France luxury and decadence perfectly, whereas the Brooklands moniker felt a touch laboured. Brand associations with the historic banked circuit in Surrey are well understood, but for me they also conjure up images of a crumbling trading estate as much as the Castrol R-clouded racing glory of the 1920s 'WO' era. Luckily for Bentley, the likes of yours truly was not the target audience.

Today, I'm not certain if that audience exists in the same way. The rise of the exotic, super-luxury SUV, and the success of the Continental GT, has made dinosaurs out of both the Azure and the Brooklands. Perhaps they were born dinosaurs. Like maybe half a dozen ultimate personal cars of the past 70 years or so, they were a last gasp of a grand – or, perhaps more accurately, bloated – tradition of exclusive, opulent two-door models built around the premise that more can only equal more. It's the idea that no amount of luxury can be excessive or pointless, that you can never have enough power and that, within the finite limits imposed by the practical restrictions of length, girth and weight that are usable on the public road, bigger just has to be better.

From top: epic thrust makes the Brooklands effortless to drive; Azure is impressively rigid for a drop-top; Continental feels just a touch more mechanical





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Main and below: collecting the car in October, from Rochdale Owners' Club treasurer David Copper (left)



**ROCHDALE  
GT**

**RUN BY** Malcolm McKay  
**OWNED SINCE** 1983/2024  
**PREVIOUS REPORT** n/a

a new wiring loom (it had all been stripped out), drawing up my own wiring diagram as I went. Amazingly, that's still with the car. The 1172cc sidevalve engine with Aquaplane head and manifolds, plus twin SUs, was soon running and the car was drivable. I had to resort to an excellent local garage to rebuild the brakes, replace bushes, and fit a silencer and two tyres to pass the MoT. And then I drove the GT all the way home to Southampton, a great adventure it completed with flying colours.

I had a busy summer, spraying it at home with aerosol cans in BMC Brooklands Green, first used on Frogeyes in 1958 and chosen because it's brighter than BRG, and was still available off the shelf. Unfortunately, I blew the engine outgunning an XR2 from the lights, but was lucky to find a good 100E motor in a scrapyards, which I swapped in, relieving the block to aid gas flow. The SUs were rebuilt and tuned, I overhauled the brake master cylinder and servo, had the shoes relined and replaced the other two tyres.

I had taken on the registrar role for early Rochdales and would soon become Specials registrar for the Ford Sidevalve Owners' Club, too; as my knowledge grew, my respect for the previous owners of my GT grew, too. Unlike many, which were a nightmare to drive, my Rochdale was a real delight. Dropped floors and modified seats gave a very comfortable driving position in a stiffened chassis. The suspension benefitted from a Ballamy swing-axle conversion, Raymond Mays 'Fluid Cushion Ride' telescopic rear dampers with anti-roll bar and full-width Panhard rod, a high-ratio diff and 15in Ballamy wheels.

The engine had a remote oil filter on an Aquaplane side-chest



Multi-coloured GT on the day Malcolm bought it in 1983, beside his Triumph Herald



DiY engine swap back home in Southampton, after putting a rod through the block of the original



Rebuilding the original seats - sadly since lost - in the bedroom at the University of St Andrews

## RETURN OF THE LOST ROCHDALE

In my 43 years of owning classics (totalling more than 100), there have been a few seminal cars that massively influenced my life. My Herald Convertible, the first car I owned from age 18, is one I hope to find again one day. And right up there with it is my Rochdale GT, which I bought aged just 20 in my second year at the University of St Andrews, and only sold in 1997 when I felt it deserved a rebuild and I didn't have the resources to do it. And now I have it back.

Back in 1983, it was for sale near Forfar, advertised as a Rochdale

Olympic. I had no idea what it was, but I knew it wasn't an Olympic and loved the shape, so I bought it anyway. The next day, my friend Richard raced round in his Spitfire with the new *Classic and Sportscar*, in which Simon Taylor had done a fantastic A-Z of Ford Specials - and there was the Rochdale GT. I've had every copy of *C&SC* since, joined the Rochdale Owners' Club and would soon write my first published article, on Rochdale Motor Panels, for the magazine.

Studies were put aside as I rebuilt the seats and set about making



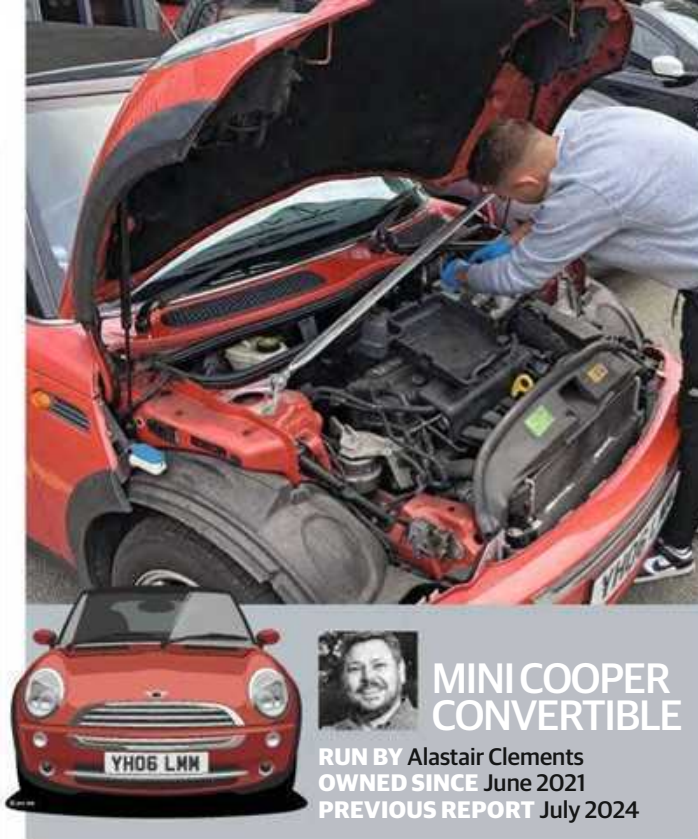
cover, with the high-compression aluminium head, twin carbs, free-flow exhaust manifold and just a tiny side-outlet silencer giving a great sound. There was a lovely chromed remote gearchange and the torque engine pulled well through nicely spaced E93A three-speed gears, provided the engine was revved to 4000rpm before changing up. I drove it regularly to and from St Andrews, being passed by less than a handful of other cars all the way.

Some years later, when my dream job came up on a classic car magazine, I drove the Rochdale to my interview with Tony Dron – and he loved it. Parting with it a decade or so later was a wrench, but I felt it deserved a better home. Sadly, the planned rebuild faltered and the car has spent most of the past 27 years idle. So now it's my chance to right that wrong.

I will start off with a good look underneath, to see what has been done to the chassis over the years. I think the body needs to come off to repair it properly; early owners had used glassfibre to box the chassis, and that will have to be stripped. It was rusty in 1997, so how bad will it be now? First impressions are that it has been coated in even more glassfibre, which is not a good sign...



Resplendent in aerosol-can Brooklands Green respray, with Berkeley and Stag



## MINI COOPER CONVERTIBLE

RUN BY Alastair Clements  
OWNED SINCE June 2021  
PREVIOUS REPORT July 2024

I'm exposing myself to the risk of being labelled a fairweather driver here, but the MINI hood's tendency to leak means that the Cooper does tend to spend more time under its snug Richbrook half cover during the winter months. As a result, it can be reluctant to fire on cold, damp days. Then, following a recent spot of overseas winter sun, it was very slow to turn over when I was tempted to take it out on a fresh, sunny morning to drop my daughter at Brownie camp.

The battery is hidden away beneath a moulded plastic cover, and on my car that is hemmed in by the dealer-fitted Works strut-brace, so gaining access is a total pain. So, rather than take the unit out and put it on trickle, I decided to give it a long run to get charge back in... without my trusty Clarke jump-pack, which I had loaned to a friend.

The car felt fine and we had an enjoyable trundle to the camp, I gave her a goodbye hug and jumped back in to be greeted

with a frustrated clicking sound on turning the key. Dead as the proverbial Dodo. A gaggle of Brownie leaders kindly gave me a bump-start and I nursed it home, before putting a call in to Steve Thompson at the ever-helpful CPC Battery Services in Surbiton, who I have been going to for more than 20 years now.

Steve took one look at the MINI-branded unit and guessed that it might even be the original, confirmed by the '5/06' scribed into the positive terminal – not bad going, at nearly 20 years!

I've been running a Duracell unit (yes, it makes car batteries, too) in my Suzuki and it has been excellent, so I decided it was worth the small premium again. Pleasingly, the new one is exactly the same size as the original, and a member of Steve's team was good enough to unbolt the strut-brace (and replace a lost washer when it inevitably disappeared into the depths) and drop it in for me. Vigour restored, the MINI is again on the button, ready for those (rare) glimpses of sun.

Thanks to CPC Battery Services (020 8397 1813; [cpcbatteries.co.uk](http://cpcbatteries.co.uk))



New Duracell battery matches the original in size, if not colours. Top: Works strut-brace makes it a fiddly job

# MEET THE FLEET

**AARON MCKAY** (Deputy editor)  
1972 Volkswagen Type 2 Dormobile  
1985 BMW 325i

**ALASTAIR CLEMENTS** (Editor in chief)  
1957 MG Magnette ZB  
1983 Suzuki Cervo CX-G  
2006 Mini Cooper Convertible

**CHARLIE CALDERWOOD** (Features editor)  
1992 Toyota MR2 Mk2

**DAMON COGMAN** (Art editor)  
1968 Volkswagen Type 3 Fastback  
2005 BMW Z4 2.2i

**GAYNOR CAUTER** (Contributor)  
1965 Jaguar E-type S1 4.2 OTS  
1967 Jaguar 420

**GRAEME HURST** (Contributor)  
1957 Austin-Healey 100/6  
1958 Jaguar XK150 OTS  
1966 Ford Mustang GT  
1970 Citroën ID21 Safari  
1979 Porsche 911SC  
1982 Mercedes-Benz 280TE  
1986 BMW 745i

**JAMES MANN** (Photographer)  
1962 Hotchkiss M201 Jeep

**JAMES PAGE** (Contributor)  
1931 Austin Seven saloon  
1970 MG 1300

**JON PRESSNELL** (Senior contributor)  
c1933 Austin Seven Special  
1964 MG Midget  
1987 Renault 4 Savane

**JULIAN BALME** (Senior contributor)  
1932 Ford Roadster  
1940 Lincoln-Zephyr Continental  
1954 Lincoln Cosmopolitan  
1957 Ford Ranch Wagon  
1962 Triumph TR4  
1964 Ford Falcon Sprint  
1964 Ford Galaxie 500  
1967 Triumph Spitfire MkIII  
1970 Lotus Elan +2

**LIZZIE POPE** (Associate editor)  
1965 Ford Mustang  
2007 Mazda MX-5 2.0i Sport

**MALCOLM MCKAY** (Contributor)  
1959 Rochdale GT  
1961 Morris 1000 Traveller  
1967 Jaguar E-type S1 4.2 2+2  
1969 Marcos 3-Litre  
1973 Jaguar XJ6 S2 4.2

**MARTIN BUCKLEY** (Senior contributor)  
1960 Rolls-Royce Silver Cloud II  
1962 Chevrolet Corvair 700  
1966 Oldsmobile Toronado  
1970 Lancia Flaminia Berlina  
1970 Renault 16 TS  
1972 NSU Ro80  
1974 Fiat 130 Coupé  
1978 Lancia Gamma Berlina  
1981 Range Rover

**MARTIN PORT** (Contributor)  
1934 Austin Seven Special  
1958 Land-Rover Series One 88in  
1959 Land-Rover Series II 88in

**MICK WALSH** (International editor)  
1949 Lea-Francis 14hp Sports  
1967 Alfa Romeo Duetto

**PAUL HARDIMAN** (Senior contributor)  
1972 Ford Escort Mk1

**RYAN STANDEN** (Editorial assistant)  
1976 Reliant Scimitar GTE

**SIMON HUCKNALL** (Senior contributor)  
1977 Fiat 128 1300 CL

**SIMON TAYLOR** (Editor at large)  
1937 Bentley Gurney Nutting Sedan  
1950/'56 HWM-Chevrolet  
1961 AC Ace 2.6  
1969 Chevrolet Corvette



From top: seaside stop in Cullen, Moray; post-trip bug splatter; A939 is a favourite driving road



wearing-in mileage on the new anchors. Cue the music, and 1500 miles were soon washed off.

After a few more trips out, I finally felt confident to push the brakes a bit harder on my familiar run out to mid-Wales, but I found them to rumble earlier than I would have hoped on a set of downhill hairpins. I let them cool and chose to accept the limit.

But then an oscillating, metallic thrum at low speeds began to worry me, and one front disc felt warmer than the other following a test drive. I was confident that I'd find a piston to knock back, but neither those nor the floating carrier sliding bolts were stuck.



**BMW 325i**

**RUN BY** Aaron McKay  
**OWNED SINCE** June 2022  
**PREVIOUS REPORT** Aug '24



Darkness falls as the River Dee and BMW weave themselves into the Cairngorms

Perth. And it was liberating to let it sing up some of my all-time favourite roads, the A93 and A939 to the Moray Firth, then explore a few new routes on my way back. Apart from some excellent fish and chips in Cullen, a bonus was linking up with a friend and his newly acquired Audi TT Mk1. It was interesting to consider how this once futuristic shape is closer to the E30 in its proportions than today's larger, more heavyweight traffic. It went pretty well, too, being a 225bhp quattro.

Both brake pads were cracked, however, and worn inconsistently across their surface, so I ordered some new ones.

That took a couple of weeks – with the Ta-Rox Strada pads coming over from Italy – so it was a while before I got back to the car. This conveniently reminded me of another issue that the BMW had hinted at: a smell of petrol when it was cold. This time there was a noticeable leak from a hose coming off the fuel pump, which then cleared up once warmed. Old, cracking rubber? Upon inspection, not so: it must have been reseated uncomfortably when the fuel pump was replaced last year. So I tightened the jubilee clip back up carefully and put it under paranoid observation.

Then, after a blur of motorways, I was back home and happy with the amount of brake dust accrued on the wheels, indicating not so much any abuse but plenty of

Having a new Mehle power-steering pump fitted by local spannerman Billy Allen felt like a mere punctuation mark compared with the BMW's recent time spent at Classic Bahnstormers. This was all just in time for a trip to Leamington Spa, where it served as honoured transport for my mum and grandad as she was wedded to her long-term partner, Jeff. Nothing quite like that to sharpen the reliability senses, but the 325i ran faultlessly.

As much to bed in the brakes as to make up for lost time behind the wheel, I continued my drive north, heading to Scotland via Yorkshire, up the A1 with a few scenic stops at Bamburgh Castle and Berwick-upon-Tweed. It was

difficult to tell if my exhaust was settling down a bit since Grandad had said "is it supposed to be this loud?", but it was proving to be on the softer side of background noise for my 400-odd miles up to



Left-right: uneven wear and central crack; no indication of warped discs on rollers

This came back into practice with the new pads, which still failed to fix the oscillating low-speed noise, so next up were the discs. Feeling a bit deflated by not having done so first, I took the car to a local MoT garage for testing on its brake rollers. Curiously, no rumbling or variance across the axle was detected by the strain gauges, but it was noted that this could change when hot. If it's not the discs, then what is it?





96 Club meet at Wormsley Park mixed interesting motors with bacon sammies. Below: small and far away – Toronado meets Mini at Stonor Park

We took the Toronado to Stonor Park again for the All American Auto Club gathering in July, four-up with some friends. While indulging in the acceleration along the A420, a voice from the rear informed me she would be getting the train back if I didn't stop "driving like a t\*\*t". Noted. We met up with Nick Kisch and pal Claude, who had come in Nick's Mini Cooper, and couldn't resist taking a 'little and large' front-drive 1960s performance snap.

Stonor Park was good, with all the usual big wagons, malaise cars and, once again, my old colleague Pete Wood with his 1903 Cadillac (*Backfire*, p45). There were one or two early '70s front-wheel-drive Cadillac Eldorados, but no other Toronados. I captured a big box of brochures for £25 – bargain!

On the way back, on the A40, the car's fuel-vaporisation problems reappeared in Burford, after sitting in traffic for 20 mins. We abandoned the Oldsmobile on the forecourt of the antiques centre to let it cool off, and half an hour later drove home without issue. I pondered what the answer was, while blessing the fact that a BookAClassic job for the car scheduled in London had fallen through a few weeks earlier: that would have been a disaster.

My Fiat 130 Coupé once had an in-line 'head' of cold or cooler fuel in the form of a small plastic bottle attached to the wing as an



## OLDSMOBILE TORONADO

**RUN BY** Martin Buckley  
**OWNED SINCE** November 2017  
**PREVIOUS REPORT** October '23



anti-vapour-lock measure; I think the Toronado needs something similar if the YouTube experts are to be believed. As an interim fix, Ken Britton has replaced the braided-metal fuel hose with an insulated rubber type, and fitted an additional fan (bought when the problem first came up a few years back) that cuts in early to keep underbonnet temperatures in check. It's the fuel, not the coolant, getting hot and vaporising

before it gets to the carb, causing air locks or cavitation in the fuel lines. I might try refitting the aftermarket air cleaner, which is much smaller and presumably has less tendency to trap hot air.

Ken took a look at the electric windows, too: the passenger side was slow and the other one appeared to be dying. The driver's-side switch also worked the wrong way round, and increasingly often would cut power before the glass

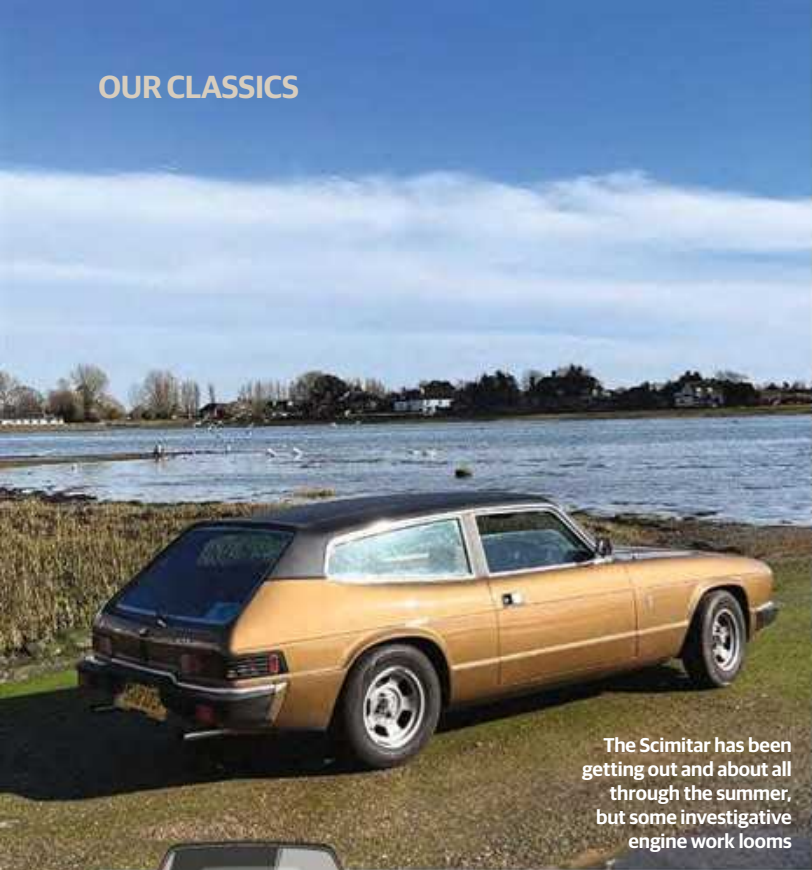
could close fully. Ken serviced both sides, contending with the brittle plastic door covers, and now they operate well.

He also tackled the interior lights, which haven't worked for a while, and adjusted the brakes: I had got them smoking nicely on a spirited outing to the car wash, and they weren't quite the same afterwards. Initially it appeared that the fluid level had dropped, which was a worry, but Ken restored them back to normal. They aren't the best thing about this otherwise enjoyable car. I let Simon Hucknall have a go when he visited in the summer, and he reminded me about a mid-'60s project Vauxhall looked at to make a Toronado-powered Viscora.

I've been meaning to take up the offer of doing a 96 Club meet for years, so wife Mia and I went to the gathering at Alexander Getty's Wormsley Park estate in the Chiltern Hills in October. We parked on the lawn next to the tiny WB Special, had a bacon sandwich and inspected the pre-war exotica on show in the walled garden. It was low-key but good fun.

The insulation of the fuelling system appears to have been a partial success. On the return trip the engine cut out occasionally in stationary traffic (heavy around Oxford), but instantly restarted – it was almost as if the draw of the electric fan was making the tickover too slow, if that's possible.





The Scimitar has been getting out and about all through the summer, but some investigative engine work looms



## RELIANT SCIMITAR GTE

RUN BY Ryan Standen  
OWNED SINCE July 2023  
PREVIOUS REPORT June 2024

Back in the summer I gave the Scimitar's interior a deep clean – in other words, I decided it was finally time to get rid of the damp and mould that had accumulated over the previous winter.

Glassfibre is a popular boat-building material today, but unfortunately the Reliant is about as watertight as a sieve, even though I had already patched up a few small cracks around the door frame. An infusion of anti-bacterial spray, baking soda and various sweet-smelling liquids from the cleaning cupboard did the trick. However, despite my best efforts, I couldn't get rid of all

the little spots in the headlining. If you know of anything stronger that won't bleach the fabric, suggestions are very welcome.

With the cabin mostly clean, I set about fitting a new pipe for the oil-pressure gauge, bought from Queensberry Road Garage. Threading this through the dash and into the engine bay wasn't too tricky, but attaching it to the hard-to-reach adapter in the block was a bit less straightforward. Having tightened it by hand, I started the engine with a satisfied 'that'll do' – and was rewarded with a large puddle of oil on my parents' drive. Baking soda to the rescue again.

Earlier in the year I attended the Heritage Skills Academy's Care for Your Classics course at Bicester Heritage, where I joined a handful of other classic first-timers who were eager to learn more about how to look after old cars. If you are new to the hobby or simply want a refresh, this course is a great introduction to automotive engineering and maintenance.

Tutor Richard Lefevre was a massive help. We covered valve timing, carburation, different suspension set-ups, braking, engine cooling and more. If you've never seen the inside of an engine before, it's also a great excuse to pull apart an old unit: across the two-day course we looked at a variety of motors: Morris, BMC A-series and Ford crossflow.

Richard, a retired mechanic, shared his knowledge with a good mix of hands-on tasks and snappy theory lessons. Unfortunately, my new-found confidence quickly gave way to a busy summer, so I didn't spend as much time tinkering with the Scimitar as I'd hoped, but that didn't mean it was consigned to the driveway.

As well as a couple of trips to the beach, we took a very soggy drive to Caffeine & Machine's newest venue, The Hut, to watch the British Grand Prix in July, then again for September's Concours of Elegance at Hampton Court and after that Shere Hill Climb. It was my first time at the latter, and I'll definitely be back next year – maybe even for a go on the hillclimb course.

I also dug out my Olympus 35 Trip film camera – which is the same age as the Reliant, there or thereabouts – to get some

atmospheric, old-school (that's to say grainy) shots of the Scimitar.

In other news, I'm leaving the nest and moving to a new place with a garage, so once I'm DiY'd out, I'll have both the time and space to give the Reliant a bit more love. One of the reasons for getting it was to improve my engineering skills; I'm currently plucking up the courage to take the engine out and get to the bottom of the low oil pressure once and for all. More on that next time – hopefully.



Oil pipe works best if properly tightened



The Hut hosted C&M's Brit GP gathering

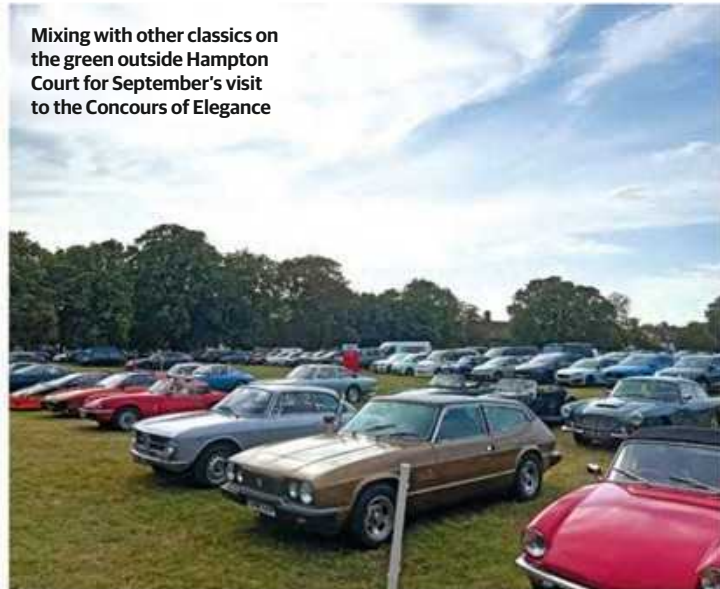


Upholstery gets a thorough cleaning



Water ingress has fuelled mould issues

Mixing with other classics on the green outside Hampton Court for September's visit to the Concours of Elegance







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Nuno and Giulia share a special moment. The Alfa was rescued from storage and restored even before ownership was agreed



## ALFA ROMEO GIULIA SUPER

**OWNED BY** Nuno Pena  
**FIRST CLASSIC** Volkswagen Beetle  
**DREAM CLASSIC** Juan Manuel Fangio's Mercedes-Benz 300SL

# SOUNDS *FAMILIA*: IN LOVE WITH AN ALFA

'Giulia' just happened to me. After driving one of these Alfa Romeos some years ago, I had been crazy about them ever since, but I never dreamt that one would come into my life. So after it did, there it has remained. Giulia has a deeply unconventional Mediterranean style that marks her out from more traditional beauties. Agile and cheerful; small, light and sly; sensitive, but not fragile: she was mine, and was all I'd dreamed of.

My car is a 1972 Giulia Super 1.3 Tipo 115.09 *unificata*, one of the final chrome-grilled cars. It was acquired by its first owners to be their *macchina di famiglia*, living in Portuguese Mozambique during those early years. That explains why the steering wheel is on the right-hand side and, I like to think, gave the car its warm nature. Prepared for the rigours of the climate, it was equipped with an oiled air filter to combat the dust

from the dirt roads that run across those beautiful lands. These were the colonial war years, and when the Republic of Mozambique gained its independence in 1975, Giulia came, like so many others, to Europe and settled in Lisbon.

During the 1980s, the Alfa was left abandoned in its then owner's dark, uninhabited house, where it remained for 30 years. The owner eventually died and a friend of mine, who had been taking care of the estate and knew about my passion for Alfa Romeos – and in particular for this model – suggested I should come and see it. That same day in 2014, I brought the Giulia home with me.

The car was still in fair shape, with the usual rust problems but thankfully nothing very dramatic. I restored it even before being sure that all of the family's heirs would agree to sell the car to me, because I simply couldn't bear to see it like that. Fortunately, they accepted my offer – I guess they realised they shouldn't upset this madman who had come to believe that the

Alfa Giulia is the most incredible car in automotive history. I could go on, extolling the many virtues of the model, but you probably know them already or you would not be reading this magazine!

I own two other Alfa Romeos – a princess named Giulietta from

*'The Giulia is perfect for rallies with my son, races with my daughter and Sunday drives with my nieces'*

1957 and a ruffian from 1982 named Alfasud 1.5, with whom my daughter Francisca is in love – but nothing compares to my Giulia. She has this impressive liveliness, with acceleration beyond belief, taking corners with seductive agility and powerful braking. The





The Alfa is used and enjoyed by all the Pena family, but most of all by Nuno, including a road trip to the Azores archipelago



Right-hand drive betrays the car's early life in Mozambique. Above: beside Lagoa do Fogo on São Miguel

engine almost seems to have its own emotions, purring one moment, howling the next. When I let it loose, with each blast I hear all about how Giulia feels with her invitingly hoarse growl.

The Alfa Romeo is perfect for the regularity rallies in which I participate with my son Manuel, for racing nights in Sintra with my daughter Madalena, or for a Sunday drive with my nieces Benedita and Leonor. Then there is the design and the shape. I lose myself in the details, devoting great time to them even before turning the key. To this, I have attached a luxurious Chopard keychain just for fun. I love the Alfa Romeo badge, with the medieval Milanese coat of arms from the Visconti dynasty which ruled from 1277 to 1447: all the charm of a long-lost nobility.

I delight in looking along the sharp line that starts at the Giulia's front corners and fades towards the end of the rear quarters. It's one of the details that makes this shape so distinctive. The same line

reappears, like a chorus, along the side of the roof, creating a sense of strength and also grace.

Inside, the elegance of the gauges snuggled up in the wood of the dashboard is special. Facing me, each one salutes as I turn the key – except oil pressure, which always demands two taps from my index finger to wake up. It is a small tenderness we share. On the door, even the window-winder is masterfully conceived. Without

having turned this handle at least once, you will never fully grasp the real meaning of interior design and ergonomics. The steering wheel, instruments, lights and column stalks are all pieces of incredible finesse and good taste.

My Giulia clearly loves being our *macchina di famiglia*. But she knows who loves her the most. That is why, in her own special, timeless way, she tells me secrets she will never reveal to others.

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When the Jaguar Daimler Heritage Trust began cataloguing its sales and marketing material for its Reading Room at the British Motor Museum, Gaydon, Genus was the obvious choice. Jaguar has produced many beautiful

brochures, capturing the era in which they were made, and among the finest was the 1975 XJ-S launch edition. With the birthday of this iconic model near, the decision was made to reproduce the original brochure, complete with its complex overlays and vinyl-style envelope. "We knew Genus' work is top quality, but were amazed by the results," says Joanne

Shortland, JDHT head of heritage collections. "The perfect colour match, the paper, even the gluing of the envelope! It has full approval of the XJ-S experts – our amazing volunteers." It's available for £30 via [shop.jaguarheritage.com](http://shop.jaguarheritage.com)

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Geoff and (l-r) DMW Deemster, Dayton Albatross and Triumph T10. Right, from top: BSA Ariel 3 with mopeds; James flanked by Triumph pair; quirky Bond P1; future projects include BSA Dandy. Bottom: beloved Elan



# GEOFF BURTON

This Elan owner's obsession with British scooters shows no sign of slowing down

WORDS **MATT WARE** PHOTOGRAPHY **SIMON FINLAY**

Geoff Burton has 49 scooters stored on two levels in his garage, and every one was made in Britain. There isn't a Vespa or Lambretta in this collection of some very rare, some weird and some wonderful machines. In all, there are scooters manufactured by 14 different marques and, if you didn't realise many of them existed, you're not alone. It's the reason Geoff became hooked in the first place, after spotting a Triumph Tigress on eBay when he was working overseas as an engineer.

"When I saw the Tigress advertised I thought, 'That's interesting, I didn't know Triumph made scooters,'" recalls the 71-year-old. In the 20 or so years since, he has amassed a truly extraordinary variety of machinery.

"I was given a book about British scooters, and that was a really big mistake," he adds. "When I realised how many there were, I had to go for it and see what I could get. I get a bee in my bonnet and there's something driving me to do silly things. If they made it, I wanted one."

For example, there are six different versions of the Tigress: the 250 with kick-start, the 250 with electric start and the 175, in addition to the same three models that wear a BSA Sunbeam badge. Geoff has five of the six.

The Dayton Albatross came with single- and two-cylinder engines – so, of course, Geoff



had to have both. When he ran out of space he bought a workshop five years ago to house the collection. "It was in a bad state," he says, "so I've spent a lot of time doing it up, creating the mezzanine level and a manual vehicle lift."

Among the more intriguing 'bikes are a Bond P1 with its distinctive 'jet age' rear end, a DKR Defiant with its bulbous front fairing and the DMW Deemster ex-police scooter, complete with its (possibly) original radio.

Oddities grouped together include an Ariel 3, a tricycle moped with a £2million development cost that's said to have killed off its maker, BSA; a Brockhouse Corgi, a civilian version of the Welbike dropped by parachute to support troops in WW2; a Swallow Gadabout; and a BSA Dandy. The one nod to Italian scooters is the

Raleigh Roma, a Bianchi produced in the UK under licence. A very smart Velocette Viceroy is a particular source of fascination for Geoff. "I always thought it odd that a scooter's weight is over the back," he says, "with nothing over the front. Velocette thought that wasn't right, so they put the boxer engine in front."

"It's the machinery that fascinates me. If I see a beautifully restored, painted and chromed scooter I'll think 'that's nice' and walk straight past. But if I see one that needs a lot of TLC, I'll fall in love. The objective is to get as many British scooters together as I can. I'm doing well and, although it's not quite finished yet, I do think it's almost reached a plateau."

When he first started collecting, Geoff had a "masterplan" to retire at 60. "Then I would spend a year doing up each one of 20 scooters," he explains, "and by the time I reached 80 I would just hug and polish them. Well, I didn't retire at 60, and probably because of that I went well beyond my 20. My new plan is to just enjoy myself, and when I come here I enjoy myself – no matter what I'm doing."

The scooters share their garage with a 1969 Lotus Elan S4, bought in 1978 but subsequently off the road for 20-plus years. "For handling, there's nothing like it," says Geoff. "The only limiting factor in taking a corner is how quickly you can turn the wheel. It's phenomenal."





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### 1972 FERRARI DINO 246GT

**Rardley Motors, Surrey; 01428 606616; rardleymotors.com**

This stunning, matching-numbers 246GT is one of 488 cars officially imported by Maranello Concessionaires Ltd, with 227 remaining taxed/SORN'd. An original factory red car, now with black-and-red 'Daytona' seats in place of the original black vinyl, it boasts a fabulous history from new, having been restored and maintained by some of the best names in the business. Purchased by the previous owner just under four years ago following an independent road test and report, it has since had a further £15,000 spent on improvements. **£219,990**



### ADVERTISING FEATURE







Clockwise from main: Ecclestone and Hartley with Ferrari trio; many Brabhams; Stirling Moss 1958 Vanwall

## ECCELESTONE COLLECTION FOR SALE

Possibly the finest collection of Grand Prix and Formula One racing cars ever assembled is now for sale, including an array of Ferraris and Brabhams. Reflecting Bernie Ecclestone's career as a team manager then chief executive of the Formula One Group, the cars being offered via dealer Tom Hartley Jnr are some of the rarest and most storied of their kind.

Pre-F1 Grand Prix stars in the group include the 1931 Bugatti Type 54, chassis 54203, nicknamed 'Tiger Two' by Kaye Don, a 1949 Maserati 4CLT/48 owned and raced by Louis Chiron through 1950, and a 1937 Mercedes-Benz W125, chassis 190815, as driven by Rudolf Caracciola, which has reportedly already sold.

Ferraris are a major highlight, from the 1949 Thin Wall Special piloted by Alberto Ascari and Luigi Chinetti, which at the Italian Grand Prix scored the Scuderia's

first triumph over Alfa Romeo, to Michael Schumacher's 2002 chassis LF1, a widely celebrated, V10-powered, clutchless racer designed by Ross Brawn that secured the fifth world driver's title for the German.

Early Maranello competition cars include Ascari's 1951 375 F1, recently restored by Ferrari; Mike Hawthorn's 1957 246 Dino; and the 1965 312 F1-66 chassis 0010 driven by John Surtees, Lorenzo Bandini, Tony Brooks and Richie Ginther. From the 1970s are an ex-Jacky Ickx 312B, Clay Regazzoni's 312B3 and the 312T2, chassis 023, which racked up seven victories for Niki Lauda on his way to a second World Championship win. They are joined by a 1986 F1/86 and Gerard Berger's 1988 Italian Grand Prix-winning F1/87C.

From Bernie's 15 years running the Brabham F1 team, at least as many of its racing cars are for sale.

Highlights include the ex-Carlos Reutemann 1975 BT44B, the sole-surviving car, and the infamous 1978 BT46B 'fan car', designed by Gordon Murray and driven to an easy victory in the Swedish Grand Prix by Lauda – so easy that it was subsequently banned. The first turbocharged racer to win the Championship, chassis BT52-04 driven by Riccardo Patrese and Nelson Piquet from 1981 – plus tested by Ayrton Senna in 1983 – is also in the collection.

The list goes on, including a Crosthwaite & Gardiner recreation 1937 Auto Union Typ C, ex-Johnny Claes and Chiron 1940s Talbot-Lagos, plus the ex-Peter Collins '54 BRM P30 V16, the last car built. Most have significant histories as much as they have a personal link to Bernie himself, exemplified by the 1955 Connaught B-type in which Tony Brooks became the first Briton to win a Grand Prix in

a British car since 1924, and which was later acquired by Bernie in 1958 in order to start his career in F1 team management.

"I have been collecting these cars for more than 50 years," reflects Bernie. "I have only ever bought the best of any example." Acknowledging his advancing years and stressing his sentimental attachments, the 94-year-old adds: "I would like to know where they have gone and not leave them for my wife to deal with should I not be around. Tom's business is the best placed to sell them, and I am guaranteed transparency, which is important to me."

Tom Hartley Jnr says: "I feel very privileged that Bernie has entrusted his cars to the business. This is a great opportunity for a collector to acquire cars that have never before been offered for sale, and it would be great to see them back on the track again."



## THE CLASSIC VALUER LAUNCHES ONLINE SALES

Market data aggregator The Classic Valuer has launched a platform hosting listings from 12 auction houses as well as the dealer conglomerate Carhuna (*Trade news*, November 2023). "The goal is to have every single auction house here, and as many dealers as possible," explains co-founder Giles Gunning. "Direct listings from Hangar 136 and Pendine will be going live shortly, which gives us a fuller and more accurate picture of stock." XML feeds and CSV spreadsheets are used to import the data, while past results listings draw from more than 40 classic auction houses.

The platform also integrates the website's existing market intelligence, with a green-to-red gauge indicating each car's value relative to others: from 'Lowest Ever' to 'World Record' and percentiles in between. Users can filter searches based on these ratings.

Some sale houses have used classifieds platforms such as carandclassic.com to advertise upcoming lots, but there are few examples of consolidating multiple channels. AutoTempest is one in the USA, which hosts car listings from eBay, Hemmings and Cars & Bids, but not auctioneers.



# RM DUBAI DOUBLE

The second RM Sotheby's sale in Dubai drew 42 cars to assemble on 1 December at the Emirates Golf Club. The lots ranged from a 2024 Tesla Cybertruck (\$138,000) to a 1956 Lotus Eleven (unsold) and a no-reserve 1964 Rolls-Royce Silver Cloud S3 HJ Mulliner Flying Spur that made \$149,500. Ferrari was the dominant marque, and almost half the 15 examples were 308s: these no-reserve lots sold between \$43,000 and \$61,500.

Public relations and marketing director Peter Haynes admits that RM Sotheby's is still learning about this young market. "We opened an office here a couple of years ago,"



he says, "and had our first auction in March 2024. We didn't know how it was going to go, but it went well and off the back of that we are doing this sale with more cars."

"What we have discovered is that there is burgeoning interest in classic cars in the United Arab Emirates. You tend to think it is all new Lamborghinis, but there are some incredible cars and more pre-war models out here than you might imagine."

Undeniably, however, modern supercars still set the tone. "The problem with the market in the UAE is that a 'classic' in Europe is just a used car here," says Peter, "but that is changing. The 308s have proved to be a good way for somebody out here to get into an older Ferrari." The headlining lot, a 2014 Pagani Zonda LM Roadster,

changed hands for \$11,086,250, a nudge under its \$12m+ estimate.

"There are local specialists and new ones popping up, plus big car clubs and events," continues Peter. "We are trying to educate people about the fun that can be had from owning an older car, and using it in events and rallies. The partnership with the 1000 Miglia UAE is particularly useful."

"This sale had a pretty good turnout based on the number of bidders registered relative to the number of lots, but it's not easy selling big-ticket cars anywhere in the world." Still, many of the modern ilk went, including an unusual Aston Martin Vanquish Zagato shooting brake (post-sale) and a 2022 Valkyrie: "We had one in the March auction and that sold, so we know we can get them away."

## LOTS TO WATCH



### Land-Rover Series II

Arthur Miller and Marilyn Monroe's '61 Land-Rover 88in has no reserve at Bonhams' Scottsdale sale on 24 January.



### Jaguar XJ-S

This 20,000-mile 1977 V12 has had just one owner since 1979, and will be offered by SWVA on 30 January without reserve.



### Squire 1½-litre Corsica

This unique 1937 Drophead Coupé (C&SC, July 2012) is guided at \$400-500,000 for Broad Arrow's 25 February sale.



## BROAD ARROW HEADS LAKESIDE

Partnering with BMW, the host of Italy's premier *concorso d'eleganza* at Villa d'Este on the shores of Lake Como, Broad Arrow Auctions will host its first European sale at the event on 24 May 2025, at the nearby Villa Erba estate. The expanding auction house replaces RM Sotheby's, which had been an official partner since 2011 with biennial sales there; the auction house is due to announce another new event soon.

High-value lots will be on display as part of the wider Villa Erba show, according to the organisers. McKeel Hagerty, CEO and chairman of parent firm Hagerty, added: "This builds upon our European efforts, and provides us with better ways to serve our high-net-worth clientele and connect more meaningfully with automotive enthusiasts across the continent. Broad Arrow is paving the way for a whole new auction experience, focused on the next generation of collectors."

The firm has no official plans for further sales in Europe, but has been building a staff base here, particularly in Germany and the UK, where the private sales part of the business is reportedly thriving.

## AUCTION DIARY

### JANUARY

#### 7-19 Mecum Auctions

Kissimmee, Florida, USA  
[mecum.com](http://mecum.com)

**11 Barons** Southampton, Hampshire [barons-auctions.com](http://barons-auctions.com)

#### 20-27 Barrett-Jackson

Scottsdale, Arizona, USA  
[barrett-jackson.com](http://barrett-jackson.com)

**24 Bonhams|Cars** Scottsdale, Arizona, USA [bonhams.com](http://bonhams.com)

**24 RM Sotheby's** Scottsdale, Arizona, USA [rmsothebys.com](http://rmsothebys.com)

**25 WB & Sons** Newcastle upon Tyne [wbandsons.com](http://wbandsons.com)

#### 25-26 Anglia Car Auctions

King's Lynn, Norfolk  
[angliacarauctions.co.uk](http://angliacarauctions.co.uk)

**30 SWVA** Holton Heath, Dorset [swva.co.uk](http://swva.co.uk)

### FEBRUARY

**4-5 RM Sotheby's** Paris, France [rmsothebys.com](http://rmsothebys.com)

**5-7 Mathewsons** Online (UK)  
[mathewsons.co.uk](http://mathewsons.co.uk)

**6 Bonhams|Cars** Paris, France  
[bonhams.com](http://bonhams.com)

**7 Artcurial** Paris, France  
[artcurial.com](http://artcurial.com)

**8 Barons** Southampton, Hampshire [barons-auctions.com](http://barons-auctions.com)

**12 H&H** Buxton, Derbyshire  
[handh.co.uk](http://handh.co.uk)

**15 Broad Arrow** San Francisco, California, USA  
[broadarrowauctions.com](http://broadarrowauctions.com)

**15 Morris Leslie** Perth, Scotland [morrisleslie.com](http://morrisleslie.com)

**15-16 Manor Park Classics** Runcorn, Cheshire  
[manorparkclassics.com](http://manorparkclassics.com)

**19-20 Brightwells** Leominster, Herefordshire [brightwells.com](http://brightwells.com)

**22 Iconic Auctioneers** Stoneleigh Park, Warwickshire  
[iconicauctioneers.com](http://iconicauctioneers.com)

**27-28 RM Sotheby's** Miami, USA [rmsothebys.com](http://rmsothebys.com)

### MARCH

**1 Historics** Ascot Racecourse, Berkshire [historics.co.uk](http://historics.co.uk)

**6-7 Gooding & Co** Amelia Island, Florida, USA [goodingco.com](http://goodingco.com)

**7-8 Broad Arrow** Amelia Island, Florida, USA  
[broadarrowauctions.com](http://broadarrowauctions.com)

*Details correct at time of writing - please check that sales are on before visiting venues*





## Buckley's deals on wheels

I had my annual trot around the NEC Classic Motor Show in November with John Worker. Among his many claims to fame, John worked on designs for the Chopper bike, Scimitar GTE and Sotheby Special Aston for Ogle, and also for British Leyland on the Marina, Allegro and Princess alongside Harris Mann. Latterly (and most profitably), this fellow Lancia Gamma owner produced commercial-vehicle designs under his own steam for various international clients.

As a student, John lived in his Wolseley 6/90 with copies of *The Daily Telegraph* on the windows as curtains. I don't think there is a car he hasn't owned, including

Club stand where there was an amazing, unrestored barn-find UK car (*Lost & found*, June 2024), totally original down to the tyres and now back on the road. John remembered buying an ex-wife one as a runabout: "She got stuck in it one time because she parked it nose-first against a wall and couldn't open the door." These comical little eggs do, we were told, have a reverse gear: you just have to know which bolt to pull out of the gear linkage (there was a tax fiddle on cars sold with no reverse, hence the bolt).

Entering through the Ford hall I stopped initially on the Corsair stand which was celebrating 50 years of the most famous Corsair, Lord Lucan's getaway car. There was recent speculation that it might still exist because the registration number appeared on the DVLA database; it has subsequently been taken down.

Because we darted around, I didn't do the halls logically and missed loads of things, but the Jensen-converted Austin 1100 convertible caught my attention (it looked a bit like a skip), as did the intriguing Ford Taunus – the first 'RS' Ford (C&SC, September 2022) – and the beautiful, Farina-bodied Rover P4 cabriolet. I was also drawn to the sheer presence of the big, pre-war 20hp saloon with the Austin Ten Drivers' Club, which looked dignified and beautifully made.

Back home, in front of the telly, I couldn't help being slightly irritated by Jay Leno's swipe at Rolls-Royce when reviewing a one-family-owned Camargue. I know the shape isn't everyone's favourite, but it has a significance as an 'ultimate' luxury coupé and it was a commercial success – as Jay's better-informed, bowtie-wearing sidekick Donald Osborne tried to point out while our host fawned over his Spectre coupé, an electric BMW disguised as Darth Vader's helmet. Donald gets Buckley brownie points for being both a Camargue and a Fiat 130 Coupé fan, and I doff my imaginary hat to the youth who inherited the Rolls from his grandparents and loves using it.



Martin's NEC picks, from top: rare, South African-built Taunus 20M RS; elegant Farina Rover P4 drop-top

a Lancia Flaminia saloon bought from a Birmingham cabbie for £25 (because he needed something comfortable for trips to Scotland) and even a Ferrari 250GTO. "I had to ring my bank manager to tell him I had just written a cheque for £3000," he told me. "It was Giovanni Michelotti who put me on to the car, which was on Swiss plates. I sold it for £3500."

For reasons now forgotten, we met on the Isetta Owners'

## AUCTION RESULTS

November's top 50 worldwide sales



1923 Mercedes Type 122 racer hit €3.6m



Iconic's ex-Tim Harvey Sierra RS, £309k

| PRICE      | CAR                                        | SALE                           |
|------------|--------------------------------------------|--------------------------------|
| £3,605,000 | 1923 Mercedes Type 122 Indianapolis Racer  | RM Sotheby's, Munich, Germany  |
| £3,464,375 | 1955 Porsche 550 Spyder                    | RM Sotheby's, Munich, Germany  |
| £2,761,250 | 1929 Mercedes-Benz 710 SS Roadster         | RM Sotheby's, Munich, Germany  |
| £2,152,000 | 2015 Porsche 918 Spyder Weissach           | RM Sotheby's, Las Vegas, USA   |
| £2,000,000 | 2006 McLaren-Mercedes MP4-21               | RM Sotheby's, Las Vegas, USA   |
| £1,973,750 | 1989 Ferrari F40                           | RM Sotheby's, London           |
| £1,920,000 | 1957 Mercedes-Benz 300SL Gullwing          | RM Sotheby's, Las Vegas, USA   |
| £1,748,750 | 1965 Ferrari 275GTB                        | RM Sotheby's, London           |
| £1,620,000 | 2005 Porsche Carrera GT                    | RM Sotheby's, Las Vegas, USA   |
| £1,445,000 | 1954 Mercedes-Benz 300SL Gullwing          | RM Sotheby's, London           |
| £1,311,400 | 1929 Mercedes-Benz 710 SSK Roadster        | RM Sotheby's, Munich, Germany  |
| £1,171,338 | 1955 Mercedes-Benz 300SL Gullwing          | RM Sotheby's, Munich, Germany  |
| £1,146,875 | 1964 Ferrari 250GT Lusso                   | RM Sotheby's, London           |
| £1,096,250 | 1936 Delahaye 135S ex-works                | RM Sotheby's, London           |
| £980,000   | 1994 Porsche 911 (964) by Singer           | RM Sotheby's, Las Vegas, USA   |
| £844,525   | 1957 Mercedes-Benz 300SL Roadster          | RM Sotheby's, Munich, Germany  |
| £770,000   | 1993 Porsche 911 (964) turbo S Leichtbau   | RM Sotheby's, London           |
| £736,250   | 1958 Bentley S1 Continental drophead coupé | RM Sotheby's, London           |
| £623,750   | 2006 Mercedes-Benz SLR McLaren Edition     | RM Sotheby's, London           |
| £592,413   | 1957 Porsche 356A Carrera GT Speedster     | RM Sotheby's, Munich, Germany  |
| £583,075   | 1965 Aston Martin DB5                      | RM Sotheby's, Munich, Germany  |
| £567,500   | 1964 Aston Martin DB5                      | RM Sotheby's, London           |
| £564,400   | 1969 Ferrari Dino 206GT                    | RM Sotheby's, Munich, Germany  |
| £522,500   | 1934 MG K3 Magnette                        | RM Sotheby's, London           |
| £488,750   | 1954 Bentley R-type Continental fastback   | RM Sotheby's, London           |
| £483,125   | 1973 Porsche 911 Carrera RS 2.7 Touring    | RM Sotheby's, London           |
| £449,375   | 2019 Ferrari 488 Pista Piloti Ferrari      | RM Sotheby's, London           |
| £426,875   | 1962 Aston Martin DB4                      | RM Sotheby's, London           |
| £396,325   | 1937 BMW 328                               | RM Sotheby's, Munich, Germany  |
| £396,325   | 1979 BMW M1 'Exclusiv' by Walter Maurer    | RM Sotheby's, Munich, Germany  |
| £376,250   | 1965 Aston Martin DB5                      | RM Sotheby's, London           |
| £376,250   | 1966 Ferrari 330GTC                        | RM Sotheby's, London           |
| £358,975   | 1948 Veritas RS                            | RM Sotheby's, Munich, Germany  |
| £331,250   | 2009 Mercedes-Benz SL65 AMG Black Series   | RM Sotheby's, London           |
| £330,963   | 1897 Benz Velo                             | RM Sotheby's, Munich, Germany  |
| £314,375   | 2000 Aston Martin Vantage Le Mans V600     | RM Sotheby's, London           |
| £309,375   | 1989 Ford Sierra Cosworth RS 500 BTCC      | Iconic Auctioneers, Birmingham |
| £298,125   | 1975 Lancia Stratos Group 4                | Iconic Auctioneers, Birmingham |
| £297,500   | 1958 Aston Martin DB MkIII drophead coupé  | RM Sotheby's, London           |
| £290,500   | 1937 BMW 328 Sport Cabriolet               | RM Sotheby's, Munich, Germany  |
| £286,250   | 1947 Bentley MkVI Cabriolet                | RM Sotheby's, London           |
| £265,600   | 1947 Veritas Großmutter                    | RM Sotheby's, Munich, Germany  |
| £265,600   | 1951 Veritas Meteor                        | RM Sotheby's, Munich, Germany  |
| £263,750   | 1915 Hispano-Suiza Alfonso XIII            | RM Sotheby's, London           |
| £247,500   | 1989 Ford RS 200                           | Iconic Auctioneers, Birmingham |
| £241,250   | 1988 Aston Martin V8 Vantage X-Pack        | RM Sotheby's, London           |
| £237,588   | 1939 BMW 328 Special Competition           | RM Sotheby's, Munich, Germany  |
| £236,250   | 1987 Ford RS 200                           | Iconic Auctioneers, Birmingham |
| £228,250   | 1956 Porsche 356A 1600 Speedster           | RM Sotheby's, Munich, Germany  |
| £218,500   | 1924 Bentley 3/4½ Litre Speed Model        | RM Sotheby's, London           |

Excluding cars under five years old. Exchange rates correct at time of sale; prices include buyer's premium. For more, see [classicandsportscar.com](http://classicandsportscar.com)



## CMC Porsche 904 Carrera GTS

### A classic Racing Car suitable for the Road

**M-230**

CMC Porsche 904 Carrera GTS, #86  
Winner Targa Florio 1964,  
Pucci/Davis

**M-231**

CMC Porsche 904 Carrera GTS, #150  
Rally Monte Carlo 1965,  
Böhringer/Wütherich

**M-236**

CMC Porsche 904 GTS, #45  
1000 km Nürburgring 1964,  
Pon/Koch



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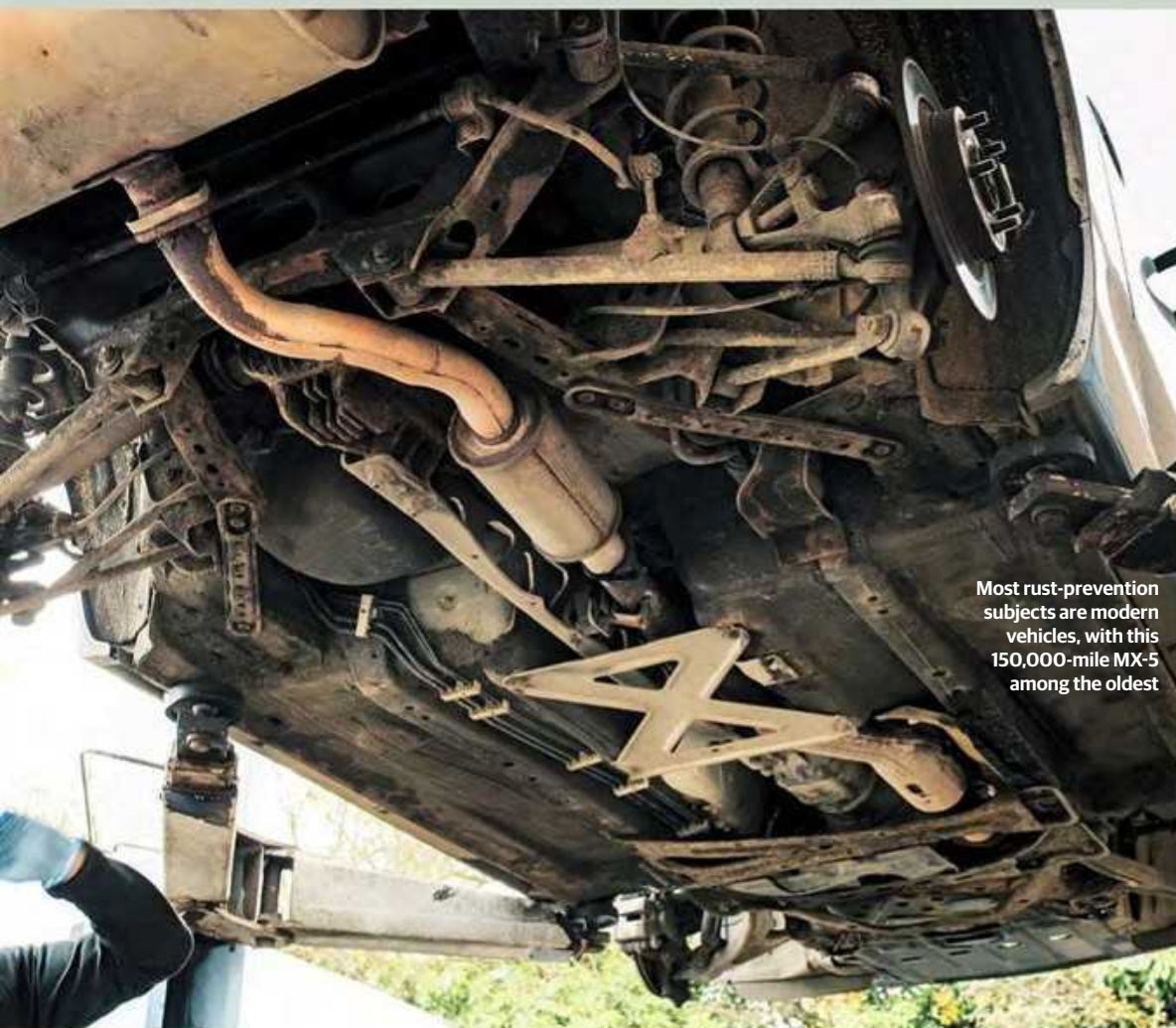


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Most rust-prevention subjects are modern vehicles, with this 150,000-mile MX-5 among the oldest



From top: steam-cleaning removes road dirt and loose rust; industrial hot-air blower dries the water in just 45 mins



Wheels are removed and brakes covered before applying the treatment, which dries to a candle-wax consistency over a couple of days







Sherwood's core business is classic restorations and latterly sales, but has little crossover with Lanoguard service



Oily treatment actively de-oxidises partially corroded metalwork, but more terminal rot needs fixing before it can be applied properly

# PREVENTION IS BETTER THAN CURE

This classic car restoration company has a sideline in rot prevention, but it's mainly moderns taking notice

WORDS **SIMON HUCKNALL** PHOTOGRAPHY **JACK HARRISON**

Sherwood Restorations' day-to-day business has been restoring and maintaining classic cars ever since the firm was established nearly 60 years ago (*Specialist*, November 2003), but the classic community has yet to fully embrace the benefits of its other key offering, Lanoguard underbody protection. According to Sherwood's Alex Halfpenny, the majority of customers who book in for this one-day service arrive at its Southwell works, just east of Nottingham, in a modern vehicle. "There seems to be a perception that it will look 'dirty', like it sometimes can with Waxoyl," he explains, "but, if anything, it can enhance the appearance of a car's underside."

There are other application centres, but Sherwood's is set apart by completing the work and having a car back on the road in a matter of hours. The service is accelerated by what is in effect an industrial-grade hairdryer, which blasts away in 45 minutes any moisture from the initial steam-cleaning, which leaves surfaces, components and wiring clean and dry enough to be treated – which would normally take between 24 and 48 hours.

To demonstrate how the process works, Alex has a customer's 15-year-old Mazda MX-5 in for treatment. First, the car has its wheels removed and is raised on a four-post lift to expose the ravages of (in this case) nearly 150,000 miles of hard use on UK roads. While Lanoguard can be applied to partially oxidised surfaces (over a period of time it is claimed to de-oxidise metal), it's important that the underside of the car is clear of dirt and flaky surface corrosion. "Steam cleaning is like picking at a scab," says Alex as he sets to work. Customers can request that plastic liners and panels are removed (at extra cost), for a more thorough application, but in this case the Mazda's front wheelarch liners are

left alone. With the MX-5's brake discs covered up, Alex spends the following 30 minutes exploring every inch of the underside with the steam cleaner, after a non-caustic traffic film remover (TFR) is applied. It appears that this car is ripe for treatment: Alex's work reveals a solid underside, but with surface rust across the front subframe, cross-bracing and suspension mounts. With it all dripping wet, Alex then fires pressurised hot air at the Mazda's underbelly until all is bone dry.

Sherwood only switched to Lanoguard two years ago, after using Waxoyl for 25 years for its underbody protection service. "Lanoguard is more like a 0w/30 oil in its consistency," says Alex. "Waxoyl stays put when you apply it, but Lanoguard is oily for a couple of days before it fully dries, so it will seep deeper into critical areas such as box-sections. It can be safely applied to wiring and rubber components, and, unlike some treatments, it is non-flammable."

After nearly an hour of work under the MX-5, the results are clear to see. Surface rust is still visible through the coating, but it remains soft to the touch. The entire underside is now shiny with the treatment, which covers not only the metal surfaces and components, but also rubber elements such as the suspension bushes. Alex says the Mazda's owner will be invited back in 12 months' time for a top-up treatment at a significantly reduced rate.

You could, of course, buy a tub of the stuff and apply it yourself – it is fundamentally a product for home use, according to its manufacturer. But on the evidence of today, there's no substitute for a four-post lift to access every nook and cranny of an older car's underside for both the steam-cleaning process and the protectant application – along with the specialist expertise. That the whole process can be completed while you wait only adds to its convenience. Classic owners, take note.

## The knowledge

**Name** Sherwood Restorations  
**Address** Upton Fields Garage,  
 Upton Road, Southwell, Notts  
 NG25 0QB **Specialism** One-day  
 Lanoguard underbody treatment  
**Prices** from £360  
**Tel** 01636 812655  
**Web** sherwoodrestorations.co.uk



# BMC 'FARINA'

Roomy, reliable and with many variants, these mainstream saloons make stylish and practical classics

WORDS **MALCOLM MCKAY** PHOTOGRAPHY **JAMES MANN**



Prince Philip's well-intentioned comments about the looks of the British Motor Corporation's saloons not matching up to the European competition resulted in a whole new family of cars growing on the A55 Cambridge platform. Pinin Farina drew up the ADO9 and BMC productionised the design into Austin, Morris, Wolseley, MG and Riley variants. For the first time, all shared Austin running gear – a backward step in areas such as the cam-and-peg steering, when Morris and Wolseley cars had used rack and pinion since WW2. Lever-arm dampers integral with the top wishbones and long kingpins needing frequent greasing were also somewhat dated, but with BMC's global market including much rougher roads than those in the UK, the robustness did make sense, as did the standardisation.

Surprisingly, it was the Wolseley that was launched first – followed by Austin, MG, Morris and finally Riley. The Austin and Morris models were the most affordable, with the Wolseley an upmarket (wood and leather) version of the base variants, then MG and Riley had the upmarket trim plus twin carburettors to give

a modicum of extra performance. The Austin was fractionally cheaper than the Morris, while Rileys were priced slightly above MGs. The sales numbers were interesting: Cambridge A55 and A60, c150,000/276,500; Oxford Series V and VI, 87,432/208,823; Wolseley 15/60 and 16/60, 24,759/63,082; Magnette MkIII and IV, 16,676/14,320; Riley 4/68 and 4/72, 10,940/14,151.

At first, updates came thick and fast. The new, lighter and smoother Borg-Warner 35 auto 'box arrived with the 1622cc models in 1961, which brought significant improvements all round. The wheelbase was longer, front and rear tracks were wider, the springs were lower and stiffer, and anti-roll bars were added.

Then BMC turned to Alec Issigonis' front-wheel-drive range and the Farinas stagnated. Production continued because the demand remained for front-engined, rear-drive, high-built cars that were comfortable and easy to get into and out of. Australia built the six-cylinder Austin/Morris Freeway and Wolseley 24/80 in 1962-'65. In Argentina, a whole range was made under licence by fridge manufacturer Siam: the Di Tella 1500 used the Riley shell, while its Magnette was more upmarket – and it made estates, Argenta pick-ups and other models.

## TROUBLE SPOTS

**RUST** Front wings around headlights, front valance under radiator, anti-roll bar mounts, rear edge of front wing, 'screen surround, A-pillars inside and out, front floors, chassis outriggers, triangle box under footwell, sills, jacking points, main chassis legs (especially rear spring hangers), door bottoms, rear wheelarches, rear valances, estate tailgate

**ENGINE** Look out for smoke, leaks, heavy breathing, rattling, tapping or knocking

**TRANSMISSION** Manuals: worn synchros, bearings and clutch. Automatics: dirty fluid, slipping bands, jerky engagement

**SUSPENSION** Large front dampers and pivots/splines wear; kingpins can seize

**STEERING** Box and idler both wear out

**COOLING SYSTEM** Eventually silts up; look for use of antifreeze/inhibitors, and signs of blocked radiator gills and overheating

**BRAKES** Seized slave cylinders are common; check the fluid is fresh





Italian styling, tailored to individual marques in the UK, with an interior full of wood and leather (or leathercloth) was a winning combination for BMC



An early Farina such as this is great fun to drive and very comfortable, if top-heavy. Later cars had a better-sorted chassis with wider tracks, stiffened suspension and a lower stance to make them a bit less wallowy and unpredictable when driven hard. Radial tyres improve grip, but crossplies give the best ride and lighter steering



Look for enough grease around the front suspension, ineffective damping, wear in kingpins and excessive play in the steering box, idler and linkages



Scrutinise the bottom of the A-post, inner and outer sills, floors (including box-sections), jacking points, bulkhead, outriggers and inner wings for rust



Trim specification varied through the different marques and models. Original is the ideal, as here; many survivors have had interior swaps over the years



An original, unrepainted spring mount such as this is rarely found - check that any work done has been performed properly or if remedial work is needed

The B-series was over-engineered and lasted well, passing 150,000 miles if well serviced between rebuilds. Check the engine number and spec - many have been swapped over the years, mostly uprated but occasionally downgraded. Oil leaks, low pressure, blow-by, rattles and knocks indicate the need for specialist attention



The Farina's brakes and handling are well up to modern use, if kept in order. Wolseleys' light-up grille emblems make the 15/60 and 16/60 highly prized



## Before you buy

Though rust was – and is – the biggest enemy, Farinas were built like tanks. An Austin A60 won the first Banger World Championship in 1974, an accolade that Farinas would win six further times. Any repairs that have been made to the structure should be sound and tidy, not messily patched together.

The mechanicals are simple and reliable, but everything wears out with time and neglect. If the engine is worn you will find excessive exhaust smoke and breathing, oil leaks, rattles from the top end and knocks from the bottom. It can all be fixed, but a full rebuild will cost £2-3000. The valve seats eventually wear with unleaded fuel if driven hard – budget c£500 for a rebuilt head with hardened seats if it hasn't been done already. Drive gently and you may never need it. Lacklustre performance is usually a seized vacuum-advance unit.

Lever-arm dampers can be rebuilt if weak. Kingpins and swivels can be replaced; they should be greased at least every 3000 miles. Brakes were adequate when new, but must be in perfect order for modern traffic; all parts are available and inexpensive.

The gearbox (column or floor change) has synchromesh on all but first gear – with second being the most susceptible to wear. Check for excess bearing noise (which fades when the clutch is engaged in neutral) and jumping out of gear. The Borg-Warner 35 auto can still be rebuilt – check for reasonably positive changes, effective kickdown and clean, pink fluid.

## OWNING ONE



"BMC Farinas have been in my blood since I was 14 years old," admits **Gerald Foster**. "Dad had an Almond Green Riley 4/72 in New Zealand, and my first car there in 1980 was also a 4/72, which my brother still looks

after for me and exercises from time to time. My sisters have owned Rileys, an Austin Cambridge and a Morris Oxford, but this is the first Wolseley in the family. I saw it when on a walk 12 years ago, befriended the owner and finally, two years ago, he decided to sell.

"I had waited a long time to find the right Farina. This one has always been garaged and is all original, having covered just 67,000 miles from new. Plus, it's the earliest specification possible. It is a nice, comfortable car to drive and I believe it has had the sunvisor fitted since new. I don't get out in it often enough, so I'm looking forward to retiring and being able to put some more time into it."

*"I waited a long time to find the right car – it has always been garaged and is all original"*

## ALTERNATIVES



**HILLMAN SUPER MINX 1961-'67, n/a built** With estates, Singer Vogue and Humber Sceptre siblings, the Super Minx was a key rival for the BMC Farina. More spacious and modern in appearance, it's a civilised and cheap option. **Price now** £1-12,000



**VAUXHALL VICTOR 1957-'72, 1,165,012 built** Despite three bodyshell upgrades and larger engines, the spacious, American-styled Victors barely outsold the Farinas. Early cars are prone to rot and finding parts can be difficult. **Price now** £1-15,000





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## THE KNOWLEDGE

### TIMELINE

**1958 Dec** Wolseley 15/60 launched: 1489cc, 53bhp, 78mph, 0-60mph 24.5 secs  
**1959 Jan** Austin A55 Cambridge MkII  
**1959 Feb** MG Magnette MkIII: 60bhp, 88mph and 0-60mph in 18.8 secs  
**1959 Mar** Morris Oxford Series V  
**1959 Apr** Riley 4/68  
**1960 Sep** Austin A55 Countryman and Morris Oxford Traveller estates arrive  
**1961 Oct** Facelift: 1622cc, wider tracks, longer wheelbase, revised interior, stiffer suspension. Optional column change and Borg-Warner three-speed auto, plus diesel 1489cc engine for export. A60, Oxford VI, 16/60: 61bhp, 81mph. Magnette IV, Riley 4/72: 68bhp, 82mph. Diesel: 40mpg, 40bhp, 64lb ft, 67mph, 39.4 secs 0-60mph  
**1962** Higher axle ratio on estates  
**1962 Nov** Diesel A60/Oxford in UK  
**1968 May** Magnette discontinued  
**1969** Cambridge and 4/72 discontinued  
**1971** Oxford and 16/60 discontinued

### FACTFILE

**Sold/number built** 1958-'71/c866,700  
**Construction** steel monocoque  
**Engine** all-iron, ohv 1489/1622cc 'four', single/twin SU carburettors; 1489cc diesel  
**Max power** 40bhp @ 4350rpm to 68bhp @ 5000rpm  
**Max torque** 64lb ft @ 2100rpm to 90lb ft @ 2100rpm  
**Transmission** four-speed manual with no synchromesh on first (three-speed Borg-Warner 35 auto option from 1961), RWD  
**Suspension: front** independent, by wishbones, coil springs **rear** live axle, semi-elliptic leaf springs; lever arm dampers f/r (anti-roll bar f/r from Oct 1961)  
**Steering** cam and peg  
**Brakes** 9in (229mm) drums  
**Length** 14ft 6¼-10½in (4432-4534mm)  
**Width** 5ft 3½in (1613mm)  
**Height** 4ft 11-11¼in (1499-1518mm)  
**Wheelbase** 8ft 3¼-4¼in (2521-2549mm)  
**Weight** 2352-2565lb (1069-1166kg)  
**0-60mph** 25.6-18 secs  
**Top speed** 78-89mph **Mpg** 25-33  
**Price new** £721-916 (A60 Cambridge saloon to Riley 4/72, 1964)

### CLUBS

**Cambridge-Oxford Owners' Club**  
 07966 249506; co-oc.org

### SPECIALISTS

**NTG Services** bmcfarina.com  
**Longbridge Motor Spares**  
 longbridgemotorsparses.co.uk  
**MEV Spares** mevspares.co.uk

### WHAT TO PAY

|                             | <i>Resto/Average/Show</i> |
|-----------------------------|---------------------------|
| <b>Austin/Morris</b>        | £1000/5500/12.5k          |
| <b>MG/Riley/Wolseley</b>    | £2000/6250/17.5k          |
| <b>Countryman/Traveller</b> | £1500/7000/18k            |

## OUR VERDICT

Body condition is paramount. Differences in price are small between models and the appeal of the light-up grille badge means Wolseleys command as much as the rarer (and livelier) Rileys and MGs. All are lovely, usable classics that will make you relax and smile at the wheel, while still being capable of a good day's work. Beware of incorrect or missing parts, and model-specific trim, because many are increasingly scarce.

### FOR

Surviving cars have mostly led a sheltered life, being simple and inexpensive to own and maintain, with good parts availability for service items

### AGAINST

Values rarely cover the cost of significant restoration; correcting modifications and sourcing lost parts can be tiresome



## CAUGHT IN THE CLASSIFIEDS

Tempted? Here are two examples available to buy now

### MG MAGNETTE MkIII

**Year** 1960 **Recorded mileage** 43,000  
**Price** £10,750 **Vendor** West End Classics, Cambs; 01487 842085, westendclassics.co.uk  
**For** Rare MG variant; excellent condition  
**Against** Colour combination won't suit everyone



One of the rare MG Magnettes, this is also an early car, being supplied new in London by University Motors on 12 January 1960. Apart from inertia-reel front seatbelts and a stainless-steel exhaust, it's charmingly original, with a Radiomobile head unit and a heater for its Island Green cabin. Recent work has included new tyres, a starter motor and a battery. The past owner of 31 years has records that suggest its 43,000 recorded miles could be genuine.

### WOLSELEY 16/60 AUTOMATIC

**Year** 1969 **Recorded mileage** 90,000  
**Price** £8495 **Vendor** Craner Classics, Ruddington, Notts; 07806 693878; cranerclassics.co.uk  
**For** Easy cruising from automatic 'box; price  
**Against** Not the most sporting version



This later three-speed-auto Wolseley would be one of the more comfortable options to choose, with its red leather and walnut-trimmed interior appearing to be in great condition. The vendor also describes the underside as 'rock solid' and suggestive of spending much of its life garaged. It comes complete with a binder of service history, plus a retrofitted alternator and rear seatbelts. Clearly a cherished example of the desirable Wolseley Farina.

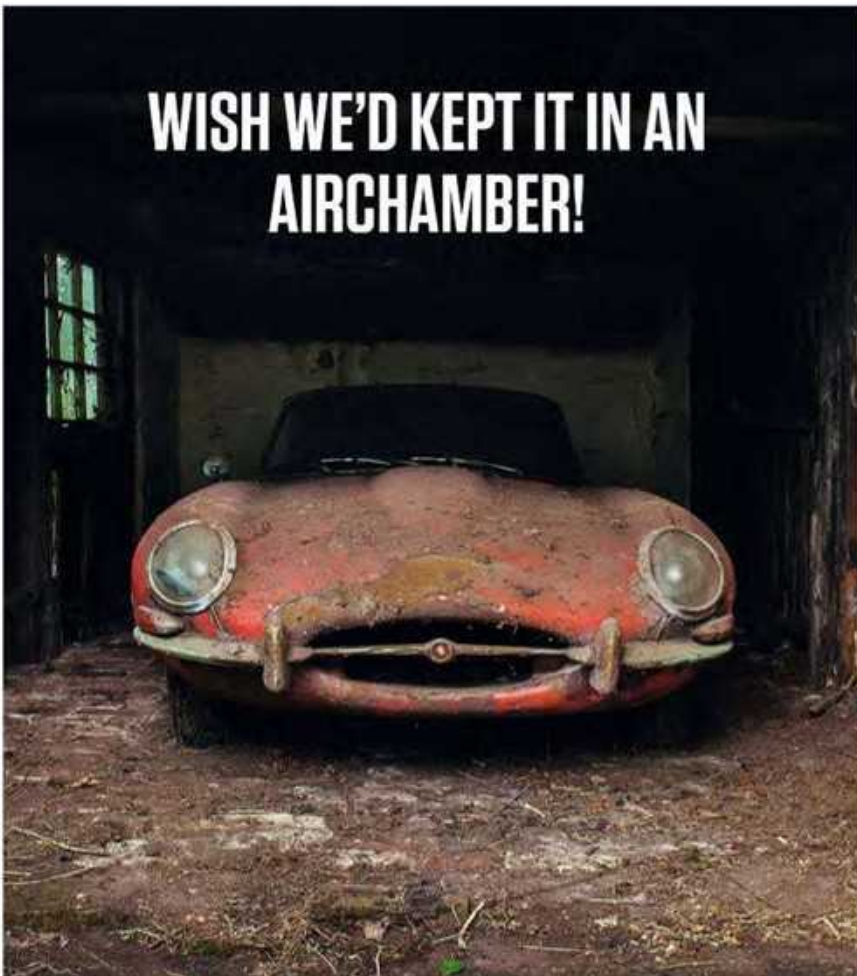


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Finished in its elegant and original colour scheme of Ivory White with Red interior, this 3000 MkI is on of just 68 two-seaters built in 1959. Now fitted with electronic ignition and an upgraded camshaft this is a very good all-round car which delivers strong performance. £49,000.



1961 Austin Healey 3000 MkII B17 - UK RHD Tri-Carb

Painted in the cheerful and attractive colour of Primrose Yellow with Black interior, this MkII is a prime example of the coveted triple carburettor MkII featuring a specialist rebuilt engine delivering very strong performance. £46,500.



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£79,990



## 2007 Ferrari 599 GTB Fiorano F1 Highly Optioned Inc. LED Steering Wheel

Finished in metallic black (Nero Daytona) with beige hide "Daytona" pattern seats, stitched in black and black carpets. The car was further optioned with leather upholstered seat backs, yellow brake callipers, carbon ceramic brake system, battery charger, carbon fibre driving zone-inc steering wheel with LED's, gear shift paddles and instrument binnacle, "Daytona" style seats, yellow rev counter, i-Pod connection, enamel Scuderia wing, Ferrari shields, electrochromic interior mirror, Cascade telematic navigation- system, passenger airbag off, front and rear parking sensors, Monolithic 20" rims, full electric Recaro seats, leather headlining, leather rear shelf, BOSE hi-fi, -some £15,000 + of options! A UK supplied car which has been continuously maintained from new which has included four new tyres recently fitted. The 25,000 miles are supported in the original factory service book as well as past invoices and MOT's.

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**1969/H MG Midget MkIII 1275cc in Old English White.** Older restoration and still very presentable. Massive history file with numerous invoices and old MOT's. Engine replaced with a later Marina/Ital 1275cc. Wire wheels. Original steering wheel. Always MOT'd with a current one until 23rd June 2025. **£8,750**



**1989/F Very rare MG Metro 1275cc in remarkable condition.** Advertising on behalf of the second owner who says:- This MG Metro was bought new by a lady in 1989 who used it until the early 2000s which is when it was then garaged until 2021. I bought the car out of said garage and spent some time recommissioning it including having all of the Hydro suspension replaced (an expensive but necessary job), new battery, rear swing arm, tyres and other bits and pieces. The car is very original with a lovely condition interior as you can see in the pictures.

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## Classified pick

Our favourite cars you can buy this month



### FERRARI F430 SPIDER

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Asking price £137,975 Vendor Kaaimans International, Tollerton, Nottinghamshire; 0115 855 7171; kaaimans.com

WHEN IT WAS NEW

Price £127,050 Max power 483bhp Max torque 343lb ft 0-60mph 4.1 secs Top speed 193mph Mpg 15

Ferrari's F1 gearbox was a masterstroke of 'race track to road car' marketing, promising the same experience enjoyed behind the wheel of its Formula One cars for those showing off along the M3 corridor. It had been developed for the 1989 season in the 640, driven by Nigel Mansell and Gerhard Berger, and after a few testing years became standard across F1. It was a commercial hit when introduced in the F355 in 1997, despite being a £6345 extra, and it thereafter accounted for the majority of sales. As it did with the 360M, then the F430. Dealers ticked the £6150 option on showroom F430s without thinking; hardly 10% retained three pedals and the classic gated shift.

But if buyers of new Ferraris were once excited by shift-speeds escalating from the F355's 200ms to the F430's 150ms and a slightly incredible 'Oms' for the dual-clutch automatic 458 (which was then somehow 'halved' by the Speciale), it is less of a priority for classic enthusiasts. What's the use of a lightning-fast gearchange when a Tesla can outdrag you anyway?

That's why the last of the manual-box Ferraris are generating such big sales figures at the moment. In June, when Artcurial sold one of the handful of six-speed Californias produced, it found €333,760, while the 30 row-your-own 599s tend to change hands for more than half a million. Many more F430s were supplied with the gated change, and so the £137,975 that Nottinghamshire dealer Kaaimans is asking for its one-owner, 3400-mile Spider is more palatable. That said, only 65 right-hand-drive cars such as this are thought to have come to the UK, so it is still something of a rarity.

Finished in Grigio Titanio with a Bordeaux interior and excellent Daytona seats, it's one of the more tasteful examples, too. They do look good in retail red, but the F430's smooth lines and delicate detailing are presented well in subtler hues. My favourite would be Grigio Alloy, but I'll take the handsome blend of 156 'Sharknose' echoes within tightly fitted 21st-century panels however I can. And so it would be with the driving: the naturally aspirated, 4.3-litre flat-plane-crank V8 will rev to 8500rpm, yet I can revel in each click-clack shift with just the same patient enjoyment as I would in something from the '60s - with less of the baulking. Having just been recommissioned by marque specialist Bob Houghton, a drive out in this would surely be one of the most rewarding ways to grab the keys before dawn.

### SUMMARY

CHOSEN BY Aaron McKay

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11/1962 on request

JAGUAR E Type

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**1960 Austin Healey Sprite MK 1.** Frogeye. Iris blue with blue trim, hood, and tonneau. Wire wheels, uprated front disc Brakes and uprated unleaded engine, heritage certificate. Original RHD UK example and the subject of a ground up full nut and bolt tool room Concours restoration. **One of the finest in existence, £26,950**



**2000 Aston Martin DB7 Vantage Auto.** Aston Martin racing green with green and fawn leather, alloys, sport's exhaust usual high spec etc, two owners and 38000 miles only, with full AM service history, beautiful original mint example one of the finest available. **£29,950**



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**1977 Rolls Royce Silver Shadow 2.** Walnut with London tan leather, Wilton Carpets and Lambs wool over Rugs, 61000 miles Only, Full documented history from Day one, huge history file, all original MOTs and invoices, Original Book pack and factory warranty. 3 previous owners from new. Without Question one of the finest in existence. **Magnificent in every way. £29,950**



**1998 Mercedes SL 500 R129.** Pre-facelift model. Black with full grey leather, Black power Hood, 5speed Auto, AMG Alloys, rear seat, Aircond, Cruise, Etc. Superb original car and owned by its last owner 13 years. The car has covered a genuine 94000 miles with full Mercedes main dealer history and has just been serviced by Mercedes Benz. **A truly Magnificent original example, £16,950**



**2002 Porsche 996 Carrera 4 coupe rare Manual.** Lapis blue with full grey leather. Massive spec includes Aircond, sunroof, sports exhaust, alloys, cup holders, etc one previous owner, 54000 miles with FSH, original unmarked mint example **£25,950.**



**1974 Rover P6 2200 SC.** Auto. Mexican Brown with linen cloth trim, RHD matching number car, 49000 miles. Completely rust free show winning example. From our own private collection. Probably the finest on the market, all books, tools, truly magnificent. **£16,950.**



**2016 Built Westfield X1 Lotus eleven replica.** The subject of a Book written about the entire building by its first owner. British Racing Green with Red Trim, 1330 cc MG BMC engine developed from a 1275cc unit and uprated to 130BHP with a 5-speed Ford close-ratio gearbox. Having Covered a genuine 1300 miles from a build and as new throughout. Please contact us for full specifications etc. Truly stunning, **£24,950**



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1986 Ferrari Mondial: Just out of 20 year ownership, always serviced / well-maintained. Excellent paint. All systems in excellent working order.



1965 Porsche 356SC Cabriolet: Matching #s, 1 of 533. 3-owner, full docs, COA. 67k miles. One repaint. Euro version. Outstanding original throughout.

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## Classified pick

Our favourite cars you can buy this month



## JAGUAR 3.4

Year of manufacture 1958 Recorded mileage 37,692

Asking price £69,500 Vendor Pendine, The Blast House, Bicester Heritage, Oxfordshire; 01869 357126; pendine.com

## WHEN IT WAS NEW

Price £1672 Max power 190bhp Max torque 213lb ft  
0-60mph 8.4 secs Top speed 120mph Mpg 18

The late and much-missed C&SC columnist Alain de Cadenet would have loved this Jaguar. He always preferred cars, as he put it, "*Dans son jus*" – in their own juice, or original rather than restored. Today we refer to this kind of car as an 'oily rag' rebuild, and for me they have much more appeal than the traditional 'boiled sweet' restoration, smothered with layers of paint and polish. Instead, this Mk1 wears layers of history with great pride.

If vendor Pendine's ad reads with a personal tone, that's because this car was restored by the Bicester Heritage-based firm for boss James Mitchell to enjoy. After a lengthy search, the two-owner Jaguar was found in California and brought to the UK in 2020. It still wears most of its original paint, with factory trim and timber, and is thought to have never been welded.

In 2023, the Mk1 was sent to specialist Guy Broad for a full mechanical rebuild. The matching-numbers motor was uprated with a balanced crank, a lightened flywheel, D-type cams, electronic ignition, a high-torque starter and bigger SUs. The suspension was upgraded with polyurethane bushes and a thicker anti-roll bar, and there are big brakes with track-day-friendly pads. Happily, the body and cabin were left alone, aside from a few repairs to the leather and the addition of a Bedford Cord-trimmed Competition Department-style driver's seat. Which means that its deep-green paintwork and black wire wheels (my favourite) show plenty of battle scars, along with nice details such as a Swiss badge still in the window from when the first owner took the Mk1 on a European tour before exporting it to the USA.

Sadly, James didn't get much of a chance to enjoy the car. As ever for a dealer, everything is for sale and, after a couple of track days and a rally in France, a buyer appeared. He snapped up the car in early 2024, but a change of circumstances means it is now for sale once again. At knocking-on £70k it's serious money for a Mk1, but it's also the ultimate spec – 3.4-litre engine, disc brakes and overdrive – and has had £50,000-plus spent on it.

It's more than 20 years since I last drove a Mk1 Jag, and that was a lowly 2.4, but it was part of what led me to buy an MG Magnette – a car that's often referred to as a junior Jaguar – a few years down the line. If I had the funds, an upgrade to the real thing would be very tempting – particularly if it looked as good as this, with the perfect blend of purpose and patina.



## SUMMARY

CHOSEN BY Alastair Clements

FOR Fabulous patina hiding proper performance; highly eligible

AGAINST Maintaining the balance between nostalgia and condition

## WHY SHOULD I BUY IT?

Because it is a genuinely practical '50s performance car that could be used in various competitive events

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**JAGUAR XK 5Ltr 'PORTFOLIO' CONVERTIBLE 2010:** Ultimate Black with Ivory hide interior. Black soft-top. 'Burr' walnut wood trim. 20" 'Venus' alloy wheels. Two owners. 19,000 miles only from new. Usual extras plus Keyless Entry, heated/cooled driver's seat, heated steering wheel etc..... **£24,995**



**JAGUAR XKR-S 2011 LEFT HAND DRIVE:** French Racing Blue with Charcoal hide interior and Ivory stitching. 20" Grey 'Vulcan' alloy wheels. Carbon trim pack. Supplied new in Europe it was brought back by Jaguar Cars in 2017 whereupon a client of ours purchased it from Jaguar. 17,000 miles only from new. Usual extras plus rear view camera. Very rare..... **£39,995**



**MERCEDES-BENZ 300 SL (R107) 1986:** Diamond Blue with Navy blue hide interior. Matching hard-top and Navy Blue soft-top. Flat-face alloy wheels. Rear seats. 29,000 miles only from new. Supplied new in Jersey. Full service history. Previously supplied by ourselves. .... **£47,500**



**MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969:** Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years..... **£125,000**



**AUDI A4 SPORTLINE QUATTRO 3.2 Ltr CONVERTIBLE 2006:** Mineral Grey with Charcoal hide interior. Black soft-top. Tiptronic automatic gearbox. 18" alloy wheels. Air conditioning. Two private owners plus ourselves. 31,000 miles only from new. ULEZ compliant..... **£8,995**



**MERCEDES CLK 200 KOMPRESSOR CONVERTIBLE (A209) 2007:** Tellurium Silver with Anthracite hide interior. AMG line body styling kit. Navy Blue soft-top. 18" AMG alloy wheels. Two owners. 31,000 miles only from new. Air conditioning and 'Avandgarde' equipment package ..... **£10,995**



**JAGUAR XK150 3.8 'S' FHC 1960:** British Racing Green with Beige hide interior, bucket seats fitted, original style seating included. Chromium wire wheels. Original engine, 5-speed gearbox, original included. Subject to a JD Classics body-off restoration in 2003 with JD brakes, power assisted steering, alternator etc. This is an original UK supplied RHD 3.8 'S', one of only 36 cars ..... **£99,500**



**MG TA TICKFORD DROPHEAD 1937:** Navy Blue with Beige hide interior. Navy Blue carpets and soft-top. Silver wire wheels. A very carefully restored example with correct TA engine etc. .... **£33,995**

**JAGUAR XK 150 3.4 Ltr FHC 1959:** British Racing Green with Black hide interior with Suede Green carpets. BRG wire wheels. Supplied new to the USA from where it returned in 2013. 5-speed gearbox, brake upgrade, six branch exhaust manifold, expansion tank and Kenlow plus other upgrades. A highly useable example..... **£45,000**  
**JAGUAR XJ8 4.2 Ltr (X-350) SUPER V8 2004:** This is the SUPERCHARGED precursor to the XJ'R'. Zircon Blue with Warm Charcoal hide interior. 18" 'Prestige' alloy wheels. Three owners. 51,000 miles only from new. Full service history. A highly equipped example including CATS, rear media controls and heated wood & leather steering wheel. Previously supplied by ourselves..... **£15,995**  
**RANGE ROVER (P38) 4.6 VOGUE 2000:** Dark Metallic Blue with Biscuit hide interior. Alloy wheels. One family (overseas Royalty) owned from new. 64,000 miles only from new..... **Available shortly.**  
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## Classified pick

Our favourite cars you can buy this month



### MERCEDES-BENZ 240GD

**Year of manufacture** 1980 **Recorded mileage** 56,527km

**Asking price** €34,950 **Vendor** Gallery Aaldering, Brummen, The Netherlands; 0031 0575 564055; [gallery-aaldering.com](http://gallery-aaldering.com)

**WHEN IT WAS NEW**

**Price** DM36,047 **Max power** 71bhp **Max torque** 101lb ft  
**0-60mph** n/a **Top speed** 71mph **Mpg** 20

Anyone who knows me is aware that G-Wagens (yes, plural) feature in my dream garage. And this super-early, pleasingly original and unmolested diesel version could definitely be a contender. Gallery Aaldering in The Netherlands is selling this 460-series Mercedes-Benz 240GD from just the second year of *Geländewagen* production – this model alone was built until 1991. In more than four decades, this particular example has covered just over 56,500km (around 35,000 miles) and has had a mere three keepers who, it appears, have taken very good care of it. Recent service invoices from a Mercedes-Benz dealer are included in the sale.

This car is from long before Mercedes started adding creature comforts to the G-Wagen, something it shouts loud and proud with the basic but brilliant flat white paint – which is, apparently, the coat it was wearing when it left the production line. The vendor describes it as 'clean with minimal signs of wear', and adds that the 'robust bumpers and entry sills reflect the low mileage and the careful use over the years'. It's still on its original wheels, too.

Open the reassuringly solid doors and the recently retrimmed interior, including new padding, is an utter delight. I don't know if the choice of tan faux leather and chequered cloth imitates what was there from new, but it looks spot-on for the era and is very welcoming. Prospective buyers might also be interested to know that this 240GD was ordered from the factory with power steering, a front towing hook and foldable seats.

You'll have to be willing to tolerate left-hand drive, but that is not a bad trade-off for the rugged charm of this most square-cut of Mercs. However, while that might actually be useful if I were driving this back to the UK, it would be a leisurely journey. The four-cylinder, 2399cc OM616 diesel engine, mated to a four-speed manual gearbox, means all of 71bhp and a 71mph top speed. Tellingly, while the manufacturer quotes all manner of impressive stats for the 240GD (including a slope-climbing ability of 80% and a 600mm maximum fording depth), there is no mention of a 0-60mph time.

This is pure nostalgia, and there can't be too many early, oh-so-original G-Wagens left. It is also a Marmite classic: you love it or you hate it. For those of us who get it, this well-kept, boxy, go-anywhere machine deserves to be cherished, and I hope it soon finds a loving new home.



### SUMMARY

**CHOSEN BY** Lizzie Pope

**FOR** An early example in original condition, and without mega miles  
**AGAINST** It's not quick, and that engine won't exactly be quiet

**WHY SHOULD I BUY IT?**

Rarity, plus back-to-basics motoring with an iconic silhouette and real off-road ability should you need it



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Original UK, Matching Numbers, RHD. Two previous owners since 1972. A very well cared-for example of this rare and very desirable model. Excellent original interior trim throughout. Lovely history. Original Buff Log Book. Driving extremely well. A rare opportunity.  
**£42,000.00**



**1960 JAGUAR XK150 'S' 3.8 Drophead Coupe**  
One of the 69-only Jaguar XK150 'S' 3.8 Drophead Coupes in UK Right Hand Drive. Very rare & desirable. Good upgrades. Immaculate. Excellent long-term ownership. Maintained by WinSpeed since 2010.  
**£185,000.00**



**1959 Jaguar XK150 3.8 SE Drophead Coupe**  
One owner since 2000 and widely used on huge Continental trips. Sensible upgrades inc. Bucket Seats and power steering. WinSpeed maintained. A brisk & exceptionally good example.  
**£85,000.00**



**1977 Jaguar XJ12 Coupe.**  
Cream with original Dark Blue leather trim. Super example.  
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**1964 Jaguar E-Type S1 3.8 Coupe**  
Opalescent Dark Blue with immaculate Grey interior trim. A UK RHD car. 5-speed gearbox. Fully restored. WinSpeed maintained. Immaculate.  
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**Jaguar C-Type Proteus Replica**  
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Choice of two: Red with Black trim; Red with Beige trim. Both Manuals. Both WinSpeed maintained. Both driving very well and very proper!  
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**Jaguar E Type 3.8 series 11 1963 LHD,** roadster, finished in gleaming carmen red with as new black hide interior with the bright aluminium dash and centre console, CD stereo system, Brand new sparkling chrome wire wheels and tyres, spare wheel unused, complete with all tools and hood cover, the whole car looks new. This breath taking icon has been totally restored from front to back by a very well known man in the Jaguar world. And has only covered a few hundred miles since. Comes complete with handbook also the amazing history file of the restoration. A chance to own probably the finest of E Types and a superb investment .....**£157,500**



**Jaguar E type 4.2 Series 11 Roadster 1970,** Finished in Primrose Yellow with Black Hide interior, headrests, stereo system, manual transmission, sparkling chrome wire wheels, zero miles since nut and bolt restoration, lots of bills magnificent throughout. ....**£135,750**



**Jaguar E Type 1969 2-2,** left drive, finished in the original minor finish of gleaming unmarked masons black, with light beige hide interior, headrests, reclining seats, air conditioning, sparkling chrome wire wheels, manual transmission, Jaguar fitted triple Weber dco 40 carburetors, with six branch manifold, lots of history, handbook, only 500 miles since the best restoration we have ever seen, complete with all tools, recent concourse winner, and winner of many shows, trophies to go with car, this is a very rare and special E Type. The original colour scheme is breath taking, also comes with everything itemised from the previous owner. This is the best 2-2 we have ever seen. More detailed pictures on our website .....**£125,750**



**Jaguar E Type 1972 V12 roadster,** finished in unmarked opalescent silver blue, with cherry red hide interior, headrests, navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, manual transmission, power steering, complete with all tools, this car has only 25,000 original miles from new, and only two owners, and has the original British Leyland service book, and handbook, with excellent history, drives like a new car, and in totally superb condition, just stunning .....**£145,500**



**Mercedes 560SL sports 1988 LHD,** Finished in brilliant smoke silver with, beige hide interior, hard and soft tops, headrests, light up vanity mirrors, expensive stereo system, power windows Tinted glass, air con, alloys, abs brakes, airbag, srs, power steering, automatic, complete with all tools, 49,500, miles, history, garaged from new this car is just breathtaking .....**£44,750**



**Jaguar SS100** repro coach built by the famous Adams coach builders who were responsible for most of the exotic sports cars, being a ex later design man, this roadster was built in 1955 based on the 355 Jaguar SS100, one of only 17 built, finished in British Racing green with beige hide interior, headrests, cd stereo, power windows, the popular Jaguar 4.2 engine with triple carbs, manual gearbox with overdrive, power steering and disc brakes, making this a pleasure to drive, hold down front windscreen, all weather equipment, plus side screens, fitted with factory wire wheels and twin side mounts with fitted mirrors, comes equipped with hood cover, full tonneau cover, rear chrome luggage rack, badge bar with various badges, wire grill head light protectors, twin spots, excellent history file with invoices and old MOTs and tax discs, complete with all tools and very expensive in door car covers, this car is just stunning and a fine investment .....**£85,750**



**Rolls Royce Phantom 11 Sedan de ville 1934,** coach built by the famous Windover, this limousine is finished in masons black over yellow, with brown hide to the chauffeurs compartment, and west of England cloth to rear. Occasional seats to rear with glass division, superb highly polished veneers, vanity mirrors, sheepskin over rugs front and rear, touring trunk to rear, twin side mounts, opera lights, Striux marshal 12 inch headlamps, opening windscreen .....**£275,500**



**Jaguar SS100** Built in 1975 by the famous coach builders Birchfield in handcrafted aluminum based on the 1935 SS100. These cars are very rare, only 22 were ever made, this one is No 18, these cars have over tripled in price because of the investment side of them plus they drive beautifully. Powered by the Jaguar 4.2 engine with twin carbs. Hardly ever see these for sale because of the rarity of them. Although we have been fortunate to have owned seven of these masterpieces. Finished in gleaming red with beige hide interior piped in red with embroidered headrests, Power steering, automatic, sparkling chrome wire wheels, Beige convertible top and spare wheel cover and hood cover, large chrome headlights with chrome mesh grills, twin spots, side pillar light, stereo, disc brakes. All weather equipment. Probably the finest coach built repro in the world, this car is just breathtaking ..... **£145,500.** More pictures on website <http://www.peterjarvis.net>



**Mercedes Sports 1985 300SL** Finished in gleaming unmarked classic white, with black hide interior, rear seats, hard and soft tops, automatic, power steering, power windows, ABS brakes, alloys, stereo system, 69,000 miles, service history, complete with all tools, new Mot supplied on purchase, only three previous owners, always garaged, drives superb, excellent example .....**£27,500**



**Mercedes sports 300SL 1988/9** finished in astral silver, with navy blue interior and matching soft top, complete with hard top, rear seats, over mats, tinted glass, stereo system, abs, alloys, power windows, automatic, power steering, spare wheel never used, complete with all tools, only one previous owner, only 23,000 miles from new, with excellent service history from new, garaged from new just magnificent throughout. ....**£59,750**



**Mercedes 300SL sports 1989** signal red with cream hide interior, headrests, rear seats, cruise control, abs, light up vanity mirrors, tinted glass, hard & soft tops, Automatic, power steering, spare wheel unused, complete with all tools, stereo system, power, windows, Virtually a one owner, last owner for 33 years, this car is just remarkable condition 86,000 miles from new, full history, garaged, papered from new drives like new, very difficult to find a better one of this last model .....**£45,750**



**Ford 1955 Zephyr Mk1 Three position convertible** Finished in Dorchester Grey with a Maroon soft top and hood cover, Matching interior and carpets, Period radio, Sun visor, Pillar spotlight, Badge bar, Twin spots, white side tyres, complete with tools, handbook and invoices, restored to the highest standard, absolutely stunning, more pictures on website .....**£49,750**



**Ford Zephyr convertible 1955 Mk1** Three position Drop head, finished in Dorchester Grey over Maroon, with superb interior, with matching hood and hood cover, sun visor, twin spots and badge bar, pillar spotlight, period radio, complete with tools, handbook and many invoices, featured in many magazines, very rare and a fine investment. This car is just breathtaking .....**£49,750** Choice of three



**Jaguar E Type 1965** British Racing Green with Beige hide interior, Sun roof, chrome wire wheels, radio, This unmoested car has only 15,000 miles from new and looks only two years old. A chance of a lifetime to own a very rare E Type, which has mellowed to an amazing condition, This car is just remarkable. ....**£165,500**



**Jaguar E Type V12 2-2 1971** finished in signal red with black hide interior, chrome wire wheels, stereo system, power steering, automatic, thousands spent to bring this E Type to the highest of standards, original handbook .....**£86,500**



**Rolls Royce 20/25 1934** coach built by Park Ward finished in Masons Black over Maroon, rear touring trunk with all tools and compartments and picnic tables to rear, as new carpets and head lining, the veneers are highly polished. Excellent history file containing original bill of sale invoices for work carried out and letters from previous owners dating back many years. This very elegant car runs and drives silent as one would expect of this superb example .....**£57,750**



**Jaguar E Type V12 Roadster 1973/4** Finished in Signal Red with black hide interior, manual transmission, As new chrome wire wheels with new white side tyres, complete with original Tools and handbook, Displayed in a museum for many years, Only 37,000 miles .....**£135,500**

[pjarvis646@aol.com](mailto:pjarvis646@aol.com)



## Classified pick

Our favourite cars you can buy this month



## MG METRO

Year of manufacture 1989 Recorded mileage 54,579

Asking price £6995 Vendor Mike Authers Classics, Abingdon, Oxfordshire; 07703 465224; mgmidgets.com

## WHEN IT WAS NEW

Price £7324 Max power 72bhp Max torque 73lb ft  
0-60mph 10.9 secs Top speed 100mph Mpg 39

I like Minis and I like '80s hot hatches, so it's unsurprising I have a soft spot for MG Metros. I know they're warm at best, not even cracking the 10 secs mark to 0-60mph, but they're characteristic of their period and a more usable way of getting the Mini Cooper driving experience. This one, a well-preserved and original mid-mileage car, struck me as the perfect MG Metro for an owner who wants to cherish a classic but still have fun driving it.

Old Minis are great, but their ride is tiresome on modern (read: awful) British roads. It's the main point of difference between the Issigonis car and the Metro: hydragas springs. They deal with bumps better, albeit exhibiting even bouncier characteristics, but otherwise the impression from behind the wheel is similar. The bus-driver ergonomics remain, as do brilliantly direct steering and agile handling. But the MG has more refinement, an even better-packaged body and amenities the Mini driver could only dream of.

Kept until 2021 by the fabled 'one lady owner', this example is a true survivor. It was driven 53,000 miles until the mid-2000s, after which it was stored. The current vendor is its second keeper, who put it back on the road after its slumber. That recommissioning included new hydragas units – surely the most expensive mechanical job on a Metro – and new swing arms and tyres, plus a thorough service. The result is a car in the kind of condition you'd expect of a two- or three-year-old MG Metro, not a 36-year-old one. This is a low-mileage car, minus both a ludicrous price-tag and the fear of losing half its value with just a drive to the shops.

It has had a bit of paintwork on one side, but otherwise it's thoroughly original – including, crucially, a great-condition grey-and-red MG interior, with red seatbelts. Its second owner used the car sparingly but attended MG Live!, where it came second in the event's concours competition.

I'm not suggesting this as an alternative to serious hot hatchbacks such as a Golf GTI, and even among 'warm' hatches such as a Peugeot 205 XS the MG looks a bit slow. But if the MG's chunky front end, lattice wheels and geometric decals do anything for you, it's a brilliant way of enjoying the old 'slow car fast' adage. It's not a serious car, but it is a fun one, and for the money you'd struggle to find something else in such great condition or that will be such a giggle when driving in town or down a twisty B-road.



## SUMMARY

CHOSEN BY Charlie Calderwood

FOR Great, original condition

AGAINST Offers only lukewarm performance at best

## WHY SHOULD I BUY IT?

Because you want the joy of driving a small, nippy car, but a Mini Cooper feels a bit too old (and costs a bit too much) for you

## Marcel Roks Consultants



Ferrari 512 BBI, 1983. Ferrari certified. EU registration.



Riley 9 Brooklands Dixon Racing, 1932. Lots of period racing history.



Itala Tipo 61 Roadster, 1929. Very rare and original. MM eligible.

Alfa Romeo Giulia Sprint Rally, 1963.

Alpine A106 MM, 1955. MM participant.

Jaguar XK120 Barou Competition Roadster, 1952.

Fiat 508CS Balilla Aerodinamica, 1935.

Lamborghini Huracan Sterrato, 2024.

Lotus Elan S4 FHC. RHD. EEC registration.

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## MEET & GREET

### Adrian Burke

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#### **How long have you been in business?**

I started with Dick Lovett on a three-month temporary contract in January 2001... Still here some 24 years later!

**What's your specialism?** Ferrari has always been my passion; I consider myself fortunate to now be working with a brand I have loved for more than 20 years.

#### **What's the most you've sold a car for?**

I won't go into exact numbers, but well into seven figures. We've sold some very special cars over the years here at Ferrari Swindon.

**And the least?** I owned a Volvo 144 DL in the mid-'90s – an awful car, and I couldn't even give it away, let alone sell it.

#### **What was the one that got away?**

In 2004 I owned a beautiful Lancia Delta HF Integrale Evo 2, which I sold for £6500 because my central heating packed up and I needed a new boiler. I should have kept the car and worn some thermals...

#### **What's the best classic you've owned?**

A black Mk2 Ford Escort RS 2000 Custom – sideways everywhere.

**What's your favourite event?** I went to the Le Mans Classic for the first time in 2023 and can't wait to go back.

**How's business?** In any industry you can be as busy as you want to be. We have a team that has a passion for our product and clients, and is creative, flexible and proactive. We've had a good year.

**What does the future hold?** I think as the generations change, the eras of desirable cars also change. The market for 'modern classics' will increase, in my opinion.

**What should readers buy now?** In the long term, you probably wouldn't go too far wrong with a limited-series V12 Ferrari.

**Tell us something interesting about you** I went travelling around Australia and New Zealand in 1993, and was in hospital with broken ribs and a punctured lung on day one, after just three hours. It's a long story...



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**Ferrari 360 Spider 2001 £53,950**

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**2005 Bentley GTC £23,950**

Silverlake blue. Saffron hide with portofino blue. 30,400 miles. Mint unmarked. Full main dealer history with 17 stamps.



**1968 Fiat 2300 S Coupe £26,950**

LHD Blue with burgundy leather. One of the last built. Netherlands registered with title docs. Can be UK reg. Exceptional condition.



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**1969 Jaguar 420G Manual O/D £35,950**

Finished in opalescent silver blue with royal blue hide. 39k miles only. Huge history file. Mint condition.

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**1952 DAIMLER SPECIAL SPORTS CONVERTIBLE DB18 \*ULEZ EXEMPT\*** Coach built by Barker one of only 500 built, 3 were fixed head and the rest drop heads mainly by Barker, there were a few Hooper bodies. Comes with an extensive history file including the original log book detailing the ownership including a short time with Gold Coast Studios in Fort Lauderdale USA for approximately 3 years then it came back to the UK. MOT details from 1968 through to 2018, with original handbooks, Jack and Tools, spare keys etc. Finished in immaculate Sage Green over Smoke Green with Beige tan hide, Beige carpets, wooden trim and rear bench seat. Becoming increasingly rare to find. **£32,995**



**2018 MERCEDES AMG SLC 43 AUTO CONVERTIBLE** Finished in immaculate Metallic Black with Black Nappa leather stitched red and red seat belts. This stunning example has a 3.0 litre V6 engine capable of 0 to 60 in 4.6 seconds. Panoramic folding roof, air scarf, climate control, Mercedes Command System, Linguatronic control system, heated seats, performance steering wheel, 18 inch alloy wheels, 9 speed automatic transmission with tiptronic paddles, original handbooks in Mercedes leather wallet, Full Service History and 2 sets of keys. Low mileage at 41,800. **£29,995**



**1990 ROLLS ROYCE SILVER SPIRIT II \*2 OWNERS 15,000 MILES FROM NEW\*** Supplied to a London PLC on the 1st Jan 1990 then passed to a doctor for 29 years and used sparingly during his ownership, now covered only 15,900 miles. Finished in immaculate Royal Blue with Magnolia Hide, Dark Blue Piping, Dark Blue dash top and Dark Blue carpets. With Spare wheel and unused complete tool kit. The underside of the car is in remarkable condition and looks more like a one year old car not a 33 year old one! One of the very best you will find. **£26,995**



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**1972 ROLLS ROYCE SILVER SHADOW 1.** Finished in Sable with Beige Hide and Beige Wilton Carpets. Last owner purchased it in 1982 for his daughter's wedding and it was not used until purchased by ourselves in 2018 and stored in our personal collection. Now fully recommissioned including hydraulic brakes and suspension overhaul. Stunning looking car in its period colour. Ready for show. **£19,995**



**1993 JAGUAR XJS V12 COUPE.** This exceptional example was first registered to Jaguar cars Browns Lane in February of 1993 then sold to its first owner in Dec 93, the second owner purchased the car from us in 2020 and has only covered 1,000 miles during his ownership. Only 59,000 miles with 23 service stamps. Finished in immaculate Flamingo Metallic with Doeskin hide. Very hard to find in this condition. **£16,995**



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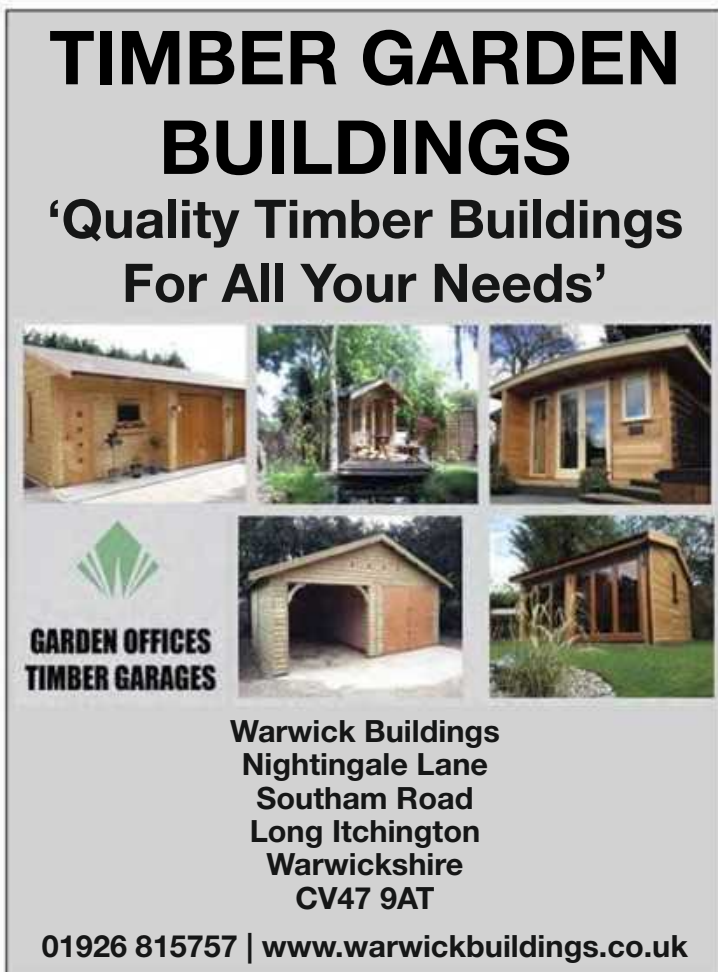
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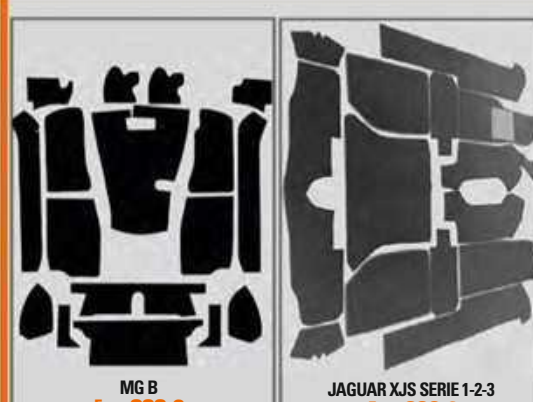
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#### FACTFILE

**Engine** twin electric motors, 83kWh lithium-ion battery; 641bhp; 568lb ft  
**Transmission** single-speed auto, 4WD  
**0-62mph** 3.5 secs **Top speed** 161mph  
**Economy** 2.5mpkWh **Price** £64,945

# HYUNDAI IONIQ 5 N

Synthesised involvement promises a more engaging future for the electric car

WORDS AARON MCKAY PHOTOGRAPHY JACK HARRISON

Approach most electric vehicles with the intention to really *drive* them and you'll likely be disappointed. Faced with multi-screen control panels and efficiency-minded driving modes, it can feel like more of a device to program rather than a machine to gel with. Attempts to enliven this new age of motoring have generally been demonstrations of wacky styling or huge performance figures: great for the showroom, but not enough substance to endear the hearts of enthusiasts.

Enter, then, some enthusiasts. Hyundai has been on a roll lately, with cars such as the i20N (*Future Classic*, February 2022) and even, from sister company Kia, a rear-drive sports saloon, the Stinger (*Future Classic*, May 2019). Now the 'N' performance division has stirred some soul into its angular electric hatch. The Ioniq 5 N is lower, more aggressively styled and much faster, but its real triumph is breaking into the emotive aspect of driving. 'It has clearly been conceived with the aim of entertaining, rather than mindlessly impressing,' enthused *Autocar*. 'The electric driver's car has landed.'

It could have been an empty novelty, but the simulated gearbox and engine sounds are satisfyingly engaging, if not wholly convincing. Instead of a silent, two-dimensional drive, suddenly you are controlling speed with the

## FUTURE CLASSIC



gears, judging throttle inputs by sound and – amazingly – having fun. It helps that the 5 N is well set up, with finely judged steering and adaptive dampers on 20mm lower suspension dialling you in. Slacken the traction control and a proper limited-slip differential at the rear extends another layer of involvement.

Those fundamentals make the whimsical edge to this car more acceptable: an N 'Grin Boost' button that bumps power from 601 to 641bhp for 10 secs; the 'Supersonic' sound effects in case the recorded turbo 'four' noises get boring; or the choice of selectable display graphics. So is affiliating yourself with the driving-mode options – *Autocar* counts 972 combinations – because there are noticeable changes in character you'll want to explore.

And that's the key, isn't it? Wanting to explore the driving experience is down to a feeling, and the 5 N inspires that: retro hot-hatch looks mixed with modern 'pixelated' lights, proper performance engineering – it has 42 additional welding points for rigidity – and the fireworks of its augmented-reality driving modes. Familiar performance EV pitfalls remain – it's as large as a new M3, weighs 2235kg and hardly better 2.5mpkWh, for only around 200 miles of range – but this car won't be remembered for those. Instead, it will mark the beginning of electric cars worth getting excited about.



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